TRANSCRIPT OF RECORD.

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1915.

No. 169.

THE UNITED STATES, APPELLANT,

vs.

F. LINE, LIMITED, PAUL F. GERHARD, CHARLES Z. GERHARD, FRANCIS J. ZIMMERMAN ET AL.

FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF NEW YORK.

RECORD: VOLUME 5.

PETITIONER'S EXHIBITS.

FILED JUNE 16, 1915.

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RECORD—VOLUME 5

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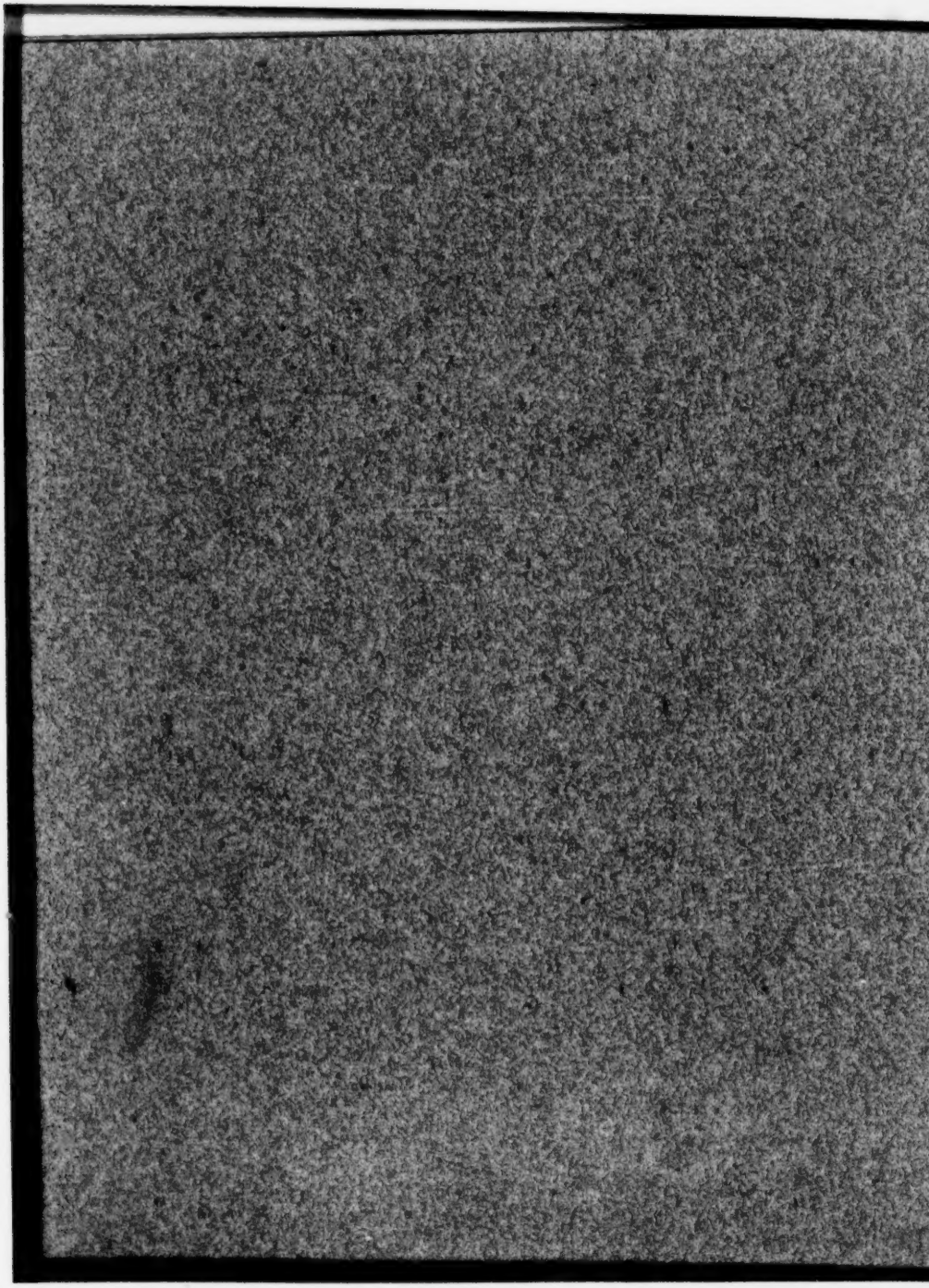

UNITED STATES OF AMERICA

v.

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235	List of sailings of Lloyd Brazileiro for years 1907 and 1908, giving the name of the steamer, whether chartered or owned, date of sailing, cargo carried, carrying capacity and the average rate of freight per ton.....	1129	1782
236	Statement of the number of sailings of Lloyd Brazileiro from 1907 to 1912 inclusive, showing the tons of freight carried and the amount of freight in dollars.....	1131	1789
237	Letter from Kilburn & Jacobs Manufacturing Co., New York, to Lloyd Brazileiro, dated May 26, 1911, making contract for the carriage of freight.....	1187	1789
238	Letter from Lansing Wheelbarrow Co. to Lloyd Brazileiro, dated December 27, 1910, confirming freight contract.	1187	1790
239	Sailings of Lloyd steamers from New York to Brazil for year 1909, giving name of steamer, whether owned or chartered, date of sailing, ports served, cargo carried, and the steamers' carrying capacity	1191	1791
239a	Same as above for 1910.....	1191	1794
239b	Same as above for 1911.....	1191	1797
239c	Same as above for 1912.....	1191	1800

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240	Letter from South American Shipping Co. to Lloyd Brazileiro, dated, March 23, 1911.....	1220	1804
241	Letter from Lloyd Brazileiro to G. Amsinck & Co., dated October 24, 1910.	1220	1804
242	Letter from Lloyd Brazileiro to G. Amsinck & Co., dated February 25, 1911.	1220	1805
243	Letter from Thomsen & Co. to Lloyd Brazileiro, dated August 23, 1911.	1220	1806
244	Compilation of general cargo rates charged by the Lloyd Line from 1909 to 1912 inclusive, showing the rates charged to each port each year.	1223	1806
245	Statement of the Lloyd steamers arriving at New York from Brazil, 1907 to 1912 inclusive, giving the name of the steamers, whether owned or chartered, date of arrival, port from which steamer sailed, number of bags of coffee carried, statement as to whether general cargo was carried and the amount of freight in dollars.....	1223	1807
246	Letter from Arbuckle Bros., to S. D. Montgomery, dated February 21, 1913, showing list of steamers chartered by Arbuckle Bros. to carry coffee from Brazil, from January, 1908, to date.....	1226	1818
247	Statement of coffee carried from Brazil to New York for Arbuckle on chartered steamers other than Lloyd Brazileiro, from December 6, 1906, to date.....	1227	1821
248	Letter from Paul F. Gerhard & Co. to Arbuckle Bros., dated September 23, 1910.....	1227	1822

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249	Letter from Arbuckle Bros. to Gerhard & Co., dated September 24, 1910.	1228	1823
250	Letter from Gerhard & Co. to Arbuckle Bros., dated September 24, 1910.	1228	1823
251	Letter from Gerhard & Co to Arbuckle Bros., dated October 22, 1910.	1229	1824
252	Letter from Arbuckle Bros. to Paul F. Gerhard & Co., dated October 24, 1910.	1229	1825
253	Letter from Gerhard & Co. to Arbuckle Bros., dated October 24, 1910.	1230	1826
254	Advertisements of the Lloyd Brazileiro in Journal of Commerce and Commercial Bulletin, April 27, May 1, May 13, May, 31, 1912, and also the same advertisement in Tea & Coffee Journal, February, 1913, and March, 1913.	1231	1827
254	for Identification. Brazil manifests of steamers of the German Lines sailing from New York to Brazil in 1909.	1255	
255	for Identification. Same for 1908.	1255	
256	for Identification. Same for 1910.	1256	
257	for Identification. Same for 1911.	1256	
258	for Identification. Same for 1912.	1256	
259	Extract from letter from Paul F. Gerhard & Co. to James Knott, Esq., dated July 15, 1910.	1261	1831
260	Statement of arrival at New York of the German Line ships carrying coffee from 1907 to 1912 inclusive, giving name of the steamer, date of arrival, port from which sailed, amount of coffee carried, and the rate per bag.	1278	1831

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261	A yearly consolidation of the statistics of the Auditor for the Port of New York, showing the total of weights and values of imports from Brazil and the percentage which coffee bears to the total imports of the area served by the conference.	1291	1837
262	Consolidation of statistics of the Auditor for the Port of New York, showing total of weights and values of imports from Brazil, segregated as to commodities, from 1908 to 1912 inclusive	1291	1840
263	Consolidation of statement of coffee carried from south and middle Brazilian ports to New York by all steamers serving that trade from 1908 to 1912 inclusive, the figures being taken from Petitioner's Exhibits 208, 217, 229, 245 and 247	1293	1841
264	Statement showing advertised dates and actual dates of sailing of the steamers of the conference lines from May 1911 to May 1912	1294	1846
265	Letter from S. T. Bryan to Zerrener Bulow & Co., agents Prince Line, Santos, dated Santos September 28, 1910	1315	1852
266	Letter from S. T. Bryan to Zerrener Bulow & Co., dated September 28, 1910	1315	1852
267	Letter from S. T. Bryan to F. S. Hampshire & Co., Ltd., agents Lamport & Holt Line, dated Santos, September 28, 1910	1315	1853
268	Letter from S. T. Bryan to Hampshire & Co., dated September 30, 1910.	1318	1853

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269	Letter from S T. Bryan to Davidson Pullen & Co., agents Prince Line, dated July 22, 1911.....	1320	1854
270	Letter from S. T. Bryan to Norton, Megaw & Co., Ltd., agents Lamport & Holt, dated July 22, 1911.	1320	1854
271	Letter from S. T. Bryan to Davidson Pullen & Co., dated July 3, 1911	1324	1855
272	Letter from S. T. Bryan to Norton, Megaw & Co., Ltd., dated July 3, 1911.....	1324	1855
273	Letter from S. T. Bryan to Norton, Megaw & Co., Ltd., dated June 19, 1911.....	1324	1856
274	Statement of Chas. U. Bechtinger as to delivery of letters to Davidson Pullen & Co., dated Rio, July 3, 1911.	1324	1856
275	Statement of Chas. U. Bechtinger as to delivery of letter to Norton, Megaw & Co., Ltd., dated Rio, July 3, 1911.....	1324	1856
276	Letter from S. T. Bryan to Norton, Megaw & Co., Ltd., dated April 20, 1911.....	1324	1857
277	Letter from S. T. Bryan to Davidson, Pullen & Co., dated April 28, 1911.	1324	1857
278	Letter from S. T. Bryan to Norton, Megaw & Co., Ltd., dated May 10, 1911.	1325	1858
279	Letter from S. T. Bryan to Davidson, Pullen & Co., dated May 12, 1911.	1325	1858
280	Certificate of Chas. U. Bechtinger as to delivery of letter to Norton, Megaw & Co., Ltd., dated May 10, 1911.	1325	1858

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281	Letter from S. T. Bryan to F. S. Hampshire & Co., dated August 31, 1910.	1333	1859
282	Letter from S. T. Bryan to Zerrener Bulow & Co., dated August 30, 1910.	1333	1859
283	Letter from Arbuckle & Co. to Davidson, Pullen & Co., dated June 22, 1909.	1362	1860
284	Letter from Arbuckle & Co. to Norton, Megaw & Co., dated June 22, 1909.	1364	1860
285	Cable from Arbuckle Bros., New York, to Arbuckle & Co., Rio, dated March 25, 1909	1382	1382
286	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated March 26, 1909	1383	1383
287	Cable from Arbuckle Bros., New York, to Louis R. Gray, Rio, dated March 25, 1909	1382	1382
288	Cable from Louis R. Gray to Arbuckle Bros., dated March 27, 1909.	1383	1383
289	Cable from Arbuckle Bros. to Arbuckle & Co., Rio, dated March 26, 1909.	1383	1383
290	Cable from Arbuckle Bros., to Louis R. Gray, dated March 29, 1909.	1383	1383
291	Cable from Arbuckle Bros., New York, to Arbuckle & Co., Rio, dated May 6, 1909	1383	1383
292	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated May 7, 1909	1383	1383
293	Cable from Arbuckle Bros., New York to Arbuckle & Co., Rio, dated May 25, 1909	1384	1384

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294	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated May 25, 1909.....	1384	1384
295	Cable from Arbuckle Bros. to Louis R. Gray, dated May 26, 1909.	1384	1384
296	Cable from Arbuckle Bros., New York, to Louis R. Gray, Rio, dated May 27, 1909.....	1384	1384
297	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated May 28, 1909.....	1384	1384
298	Cable from Arbuckle Bros., New York, to Louis R. Gray, Rio, dated June 22, 1909.....	1384	1385
299	Cable from Louis R. Gray to Arbuckle Bros., dated June 22, 1909.	1385	1385
300	Cable from Arbuckle Bros. to Arbuckle & Co., Rio, dated July 23, 1910.	1385	1385
301	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated July 23, 1910.....	1385	1385
302	Cable from Arbuckle Bros. to Louis R. Gray, Rio, dated August 29, 1910.	1385	1385
303	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated August 29, 1910.....	1386	1386
304	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated August 31, 1910.....	1386	1386
305	Cable from Arbuckle & Co., Santos, to Louis R. Gray, Rio, dated August 30, 1910.....	1386	1386
306	Cable from Arbuckle & Co., Santos, to Louis R. Gray, Rio, dated August 31, 1910.....	1386	1386
307	Cable from Arbuckle & Co., Santos, to Louis R. Gray, Rio, dated August 31, 1910.....	1387	1387

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308	Cable from Arbuckle Bros., New York to Louis R. Gray, Rio, dated September 1, 1910	1387	1387
309	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated September 1, 1910	1387	1387
310	Cable from Louis R. Gray to Arbuckle Bros., New York, dated September 26, 1910	1387	1387
311	Cable from Arbuckle Bros. to Louis R. Gray, dated September 27, 1910	1387	1387
312	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated October 4, 1910	1388	1388
313	Cable from Louis R. Gray to Arbuckle Bros., dated October 7, 1910	1388	1388
314	Cable from Arbuckle & Co., Rio, to Arbuckle Bros., New York, dated October 8, 1910	1388	1388
315	Cable from Louis R. Gray to Arbuckle Bros., dated December 2, 1910	1388	1388
316	There is no Exhibit 316		
317	Statement of James A. Farrell, Esq., in regard to shipments by the U. S. Steel Products Export Co. to Brazilian ports by conference lines for years 1908 to 1912 inclusive, showing the articles shipped, year and month of shipment, and rate paid	1399	1861
317a	Shipments as above to Rio de Janeiro	1399	1862
317b	Shipments as above to Santos	1399	1874
317c	Shipments as above to Pernambuco	1399	1886
317d	Shipments as above to Bahia	1399	1893
317e	Shipments as above to Florianopolis	1399	1901

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317f	Shipments as above to Rio Grande do Sul.	1399	1903
317g	Shipments as above to Porto Alegre.	1399	1908
317h	Shipments as above to Pelotas.	1399	1912
317i	Shipments as above to Sao Francisco do Sul.	1399	1914
317j	Shipments as above to Paranagua.	1399	1917
318	Statement of James A. Farrell, Esq., as to shipments of the U. S. Steel Products Export Co. to Brazil ports by Lloyd Brazileiro for the years 1909 to 1912 inclusive, by ports, giving the month and year of shipment, the articles shipped and the rate paid.	1400	1920
319	Compilation showing the increase in rates charged the U. S. Steel Products Export Co. on barb wire from 1909 to 1912, by ports.	1490	1955
320	Letter of Funch, Edye & Co. to U. S. Steel Products Export Co., dated September 22, 1913.	1402	1942
321	Letter from Paul F. Gerhard & Co. to U. S. Steel Products Export Co., dated September 22, 1913.	1402	1943
322	Statement showing rates of coal charters from Cardiff and rates on coal charters from United States to Brazil, for 1913.	1409	1945
323	Statement showing the amount of general cargo, the amount of bulk cargo in cubic feet carried by each of the conference lines from 1908 to 1912 inclusive, and the earnings on general cargo and bulk cargo, and the total earnings by years of each of the conference lines from 1908 to 1912 inclusive.	1457	1950

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323a	Statement consolidating yearly statistics from steamers' manifests, New York to all Brazilian ports, served by conference lines, 1908 to 1912 inclusive.....	1457	1947
324	Consolidation of yearly statistics of all cargo carried from New York to Brazilian ports between Natal and Rio Grande do Sul showing the amount of bulk cargo, the amount of general cargo, and the totals and percentages carried by the conference lines, by the Lloyd Brazileiro and by outside steamers.	1461	1952
325	Comparison of the actual voyages of the S. S. *Numantia* sailed November 5, 1912, to Brazil, and the *Santa Ursula* sailed December 6, 1912, to Brazil, both of the Hamburg Line, with imaginary voyages of the same steamers to the same ports if loaded to their deadweight capacity with steel rails and accessories.	1470	1953
326	for Identification. Compilation of statistics from Coffee Exchange reports, showing amount of coffee carried to New Orleans from July 1, 1908, to June 30, 1912, showing the number of bags and the percentage carried by the Lloyd Brazileiro, by the conference lines and by the chartered steamers.....	1475	
327	Brazil conference agreement between Lamport & Holt Line, Union Line and Prince Line Ltd., dated July 1, 1906	1495	1984
327½	Minutes of June 23, 1909.....	1491	1957
328	Minutes of June 30, 1909.....	1491	1958
329	Minutes of July 7, 1909.....	1491	1960

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330	Minutes of July 14, 1909.....	1491	1960
331	Minutes of July 21, 1909.....	1491	1961
332	Minutes of July 28, 1909.....	1491	1962
333	Minutes of August 11, 1909.....	1491	1963
334	Minutes of August 17, 1909.....	1491	1964
335	Minutes of August 25, 1909.....	1491	1966
336	Minutes of September 1, 1909....	1491	1966
337	Minutes of September 3, 1909....	1491	1967
338	Minutes of January 12, 1910.....	1491	1968
339	Minutes of January 26, 1910.....	1491	1969
340	Pages 57 to 62 inclusive of the minutes of the New York conference under date of October 21, 1908, containing correspondence between the conference lines and W. P. Plummer in regard to carriage of freight.....	1506	2016
341	Pages 65, 66 and 67 of the minutes of the New York conference, dated October 28, 1908, relating to the Plummer shipments.....	1506	2019
342	Statement of arrivals of coffee at the port of New Orleans from Brazil from July 1, 1908, to June 30, 1909 inclusive.....	1509	2029
342a	Statement of arrivals of coffee at New Orleans, July 1, 1909, to June 30, 1910.....	1509	2032
342b	Statement of arrivals of coffee at New Orleans from July 1, 1910, to June 30, 1911.....	1509	2034
342c	Statement of arrivals of coffee at New Orleans from July 1, 1911, to June 30, 1912.....	1509	2036
343	Consolidation of yearly statements of arrivals of coffee from July 1, 1908, to June 30, 1912, inclusive, showing the amount carried by each line and by outside steamers each year, and the percentage carried by the conference lines each year.	1509	2039

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344	Letter from William Lowry, Esq., to Collector of Port of New Orleans, dated October 28, 1913.....	1510	2040
345	Letter from C. S. Hebert, Collector of the Port of New Orleans, to William Lowry, Esq., dated November 3, 1913.....	1510	2041
346	Letter from William Lowry, Esq., to J. P. Maclay, Esq., Glasgow, Scotland, dated December 8, 1913.	1510	2042
347	Letter from Maclay & McIntyre to the Attorney General, dated December 19, 1913.....	1510	2042

Petitioner's Exhibit 11.—Daniels 62 6057

NOTICE TO SHIPPERS FROM SANTOS.

Shippers of Coffee from Santos are hereby notified that, subject to the conditions hereinafter expressed, the undersigned Lines will pay the following rebate of freight on Coffee shipped by their respective steamers to the ports of Antwerp, Amsterdam, Rotterdam and the Rivers Weser and Elbe, and to ports in the United States of America, during the year beginning 1st September, 1908, and ending 31st August, 1909, and thereafter year by year until further notice, viz:— 6058

Five per cent. (5%) for shipments up to 100,000 bags, and one-quarter per cent. (¼%) more for every additional 10,000 bags up to a maximum of ten per cent. (10%) for 300,000 bags or over.

The rebate to be paid to each shipper will be computed every twelve months, say up to the 31st August in each year, on his total shipments by the combined lines and be payable six months afterwards, but only to shippers who 6059 have, up to such due date of payment, confined their shipments of Coffee to Antwerp, Amsterdam, Rotterdam, and the Rivers Weser and Elbe, and to ports in the United States, to the undersigned lines.

No rebate will be paid on freight on sample lots, nor on additiotnal freight charged for delivery at post-terminal destinations of goods shipped on through or optional Bills of Lading.

A statement of rebate claim must be made on a form as annexed and presented within the three months succeeding 6060 the date on which payment falls due, to the Agents of the Company which has carried the merchandise in respect of which the rebate is claimed.

Until further notice any shipments by steamers of the National Brazilian Line, under the Brazilian flag, to the United States, and of the Koninklijke Hollandsche Lloyd to Amsterdam, at not under Conference rates of freight and conditions will not prejudice shippers' claims to rebate.

6061

ROYAL MAIL STEAM PACKET COMPANY,
HAMBURG SÜDAMERIKANISCHE
DAMPFSCHIFFFAHRTS-GESELLSCHAFT.
HAMBURG AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
LAMPORT & HOLT.
PRINCE LINE, LIMITED.

Dated 15th July, 1908.

6062

CLAIM FOR REBATE.

.....*1st March, 1910.

Messrs.....

.....

6063 We beg to give below a list of the shipments of Coffee we have made by the steamers of your Line from 1st September, 1908, until 31st August, 1909 on the Freight on which we are entitled to a rebate of per cent., in accordance with your Circular notice of 15th July, 1908 which we have received.

We hereby declare that neither during the period named above, nor since, have we been inerested, directly or indirectly, either as Principals or Agents, in other shipments of Coffee from Santos to the ports of Antwerp, Amsterdam, Rotterdam and the rivers Weser and Elbe or to ports in the United States of America, by any steamers other than those of the Royal Mail Steam Packet Company, The Hamburg Südamerikanische Dampfschifffahrts-Gesellschaft, the Hamburg Amerika Linie, The Norddeutscher Lloyd, Messrs. Lamport & Holt or the Prince Line, Limited.

6064

Signature must be that of the Firm, or of a person duly authorized to sign for the Firm. } Signature of Shippers.....
} Address .....

Shipments at not under Conference Rates of Freight and Conditions, to the United States of America by steamers of the National Brazilian Line under the Brazilian Flag, and to Amsterdam by Steamers of the Koninklijke Hollandsche Lloyd, will not invalidate claims for rebate.

*This claim will be valid only if presented within three months from this date.

N.B.—These particulars must accord with the Bills of Lading of the Shipments. 6065

Date of Shipment.	Steamer.	Destination.	Marks.	Freight including Primage.	% Rebate.

6066

Petitioner's Exhibit 12.—Daniels 63.

NOTICE TO SHIPPERS. 6067

Shippers of Coffee from Rio de Janerio and Victoria are hereby notified that until further notice each of the undersigned Steamship Lines will pay them a rebate of 10 per cent. on the freight on all Coffee shipped by their Line to ports in the United States of America from 1st July, 1908, such rebate to be subject to the following conditions. The rebate will be computed in respect of shipments during each Crop Season ending 30th June, and be payable six months later, but only to those shippers who have, up 6068 to such due date of payment, confined their shipments of Coffee from Brazilian ports to the U. S. of America exclusively to the steamers of the said Lines. A statement of claim for such rebate must be made on a form as annexed and presented, within the three months succeeding the date on which payment falls due, to the Agents of the Line which has carried the Coffee in respect of which the rebate is claimed.

Until further notice, any shipments of Coffee by steamers of the National Brazilian Line, under the Brazilian Flag,

6069 at not under Conference rates of freight and conditions will not prejudice shippers' claims to rebate.

LAMPORT & HOLT.
PRINCE LINE, LIMITED.
HAMBURG SÜDAMERIKANISCHE.
DAMPFSCHIFFFAHRTS-GESELLSCHAFT.
HAMBURG-AMERIKA LINIE.

Dated 15th, July, 1908.

6070 CLAIM FOR REBATE.

.....*1st January, 1910.

Messrs.....

.....

We beg to give below a list of the shipments coffee we have made by the steamers of your Line from 1st July, 1908, until 30th June, 1909, on the Freight 6071 on which we are entitled to a rebate of ten per cent., in accordance with your Circular notice of 15th July, 1908, which we have received.

We hereby declare that neither during the period named above, nor since, have we been interested, directly or indirectly, either as Principals or Agents, in other shipments of Coffee from Brazilian ports to the United States of America, by any steamers other than those of Messrs. Lamport & Holt, the Prince Line, Limited, the Hamburg Südamerikanische Dampschifffahrts-Gesellschaft, or the 6072 Hamburg-Amerika Linie.

Shipments at not under Conference rates of Freight and Conditions, by steamers of the National Brazilian Line under the Brazilian Flag, will not invalidate claims for rebate.

Signature must be that of the Firm, or of a person duly authorized to sign for the Firm. } Signature of Shippers.....
} Address .....

*This claim will be valid only if presented within three months from this date.

N. B.—These particulars must accord with the Bills of Lading of the Shipments. 6073

Date of Shipment.	Steamer.	Destination.	Marks.	Freight including Primage.	10% Rebate

6074

Petitioner's Exhibit 13.—Daniels 63.

NOTICE TO SHIPPERS. 6075

Shippers from Bahia are hereby notified that until further notice each of the undersigned Steamship Lines will pay them a rebate of 10 per cent. on the freight on all produce shipped by their Line to ports in the United States of America from 1st July, 1908, such rebate to be subject to the following conditions. The rebate will be computed in respect of shipments during each period of twelve months ending 30th June, and be payable six months later, 6076 but only to those shippers who have up to such due date of payment confined all their shipments as above exclusively to the steamers of the said Lines.

A statement of claim for such rebate must be made on a form as annexed and presented within the three months succeeding the date on which payment falls due, to the agents of the Line which has carried the cargo in respect of which the rebate is claimed.

Until further notice, any shipments by steamers of the National Brazilian Line, under the Brazilian Flag, at not

6077 under Conference rates of freight and conditions will not prejudice shippers' claims to rebate.

LAMPORT & HOLT.
PRINCE LINE, LIMITED.
HAMBURG SÜDAMERIKANISCHE.
DAMPFSCHIFFFAHRTS-GESELLSCHAFT.
HAMBURG AMERIKA LINIE.

Dated 15th July, 1908.

6078 CLAIM FOR REBATE.

.....*1st January, 1910

Messrs.....

.....

We beg to give below a list of the shipments we have made by the steamers of your Line from 1st July, 1908, until 30th June, 1909, on the Freight on which we are entitled to rebate of ten per cent., in accordance with your Circular notice of 15th July, 1908, which we have received.

6079 We hereby declare that neither during the period named above, nor since, have we been interested, directly or indirectly, either as Principals or Agents, in any shipments from Bahia to the United States of America, by any steamers other than those of Messrs. Lamport & Holt, the Prince Line, Limited, the Hamburg Südamerikanische Dampfschifffahrts-Gesellschaft, or the Hamburg-Amerika Linie.

6080 Signature must be that of the Firm, or of a person duly authorized to sign for the Firm. } Signature of Shippers.....
} Address .....

Shipments at not under Conference rates of Freight and Conditions, by steamers of the National Brazilian Line under the Brazilian Flag, will not invalidate claims for rebate.

*This claim will be valid only if presented within three months from this date.

N. B.—These particulars must accord with the Bills of Lading of the Shipments. 6081

Date of Shipment.	Steamer.	Destination.	Marks.	Freight including Primage.	10% Rebate

6082

Petitioner's Exhibit 5.—Daniels 108.

UNITED STATES AND BRAZIL STEAMSHIP LINES. 6083

STATEMENT OF COMMISSIONS

July 1, 1908, to June 30, 1909.

Steamer	No.	B. & D.	F.E. & Co.	P. F. G. & Co
CORRIENTES	1		353.08	
BYRON	2	486.74		
GRECIAN PRINCE	3			294.36
SIEGMUND	4		204.89	
VERDI	5	373.84		
ITALIAN PRINCE	6			519.02
TENNYSON	7	762.74		
CASTILLIAN PRINCE	8			234.95
GUNTHER	9		419.81	
VELASQUEZ	10	266.74		
SIEGLINDE	11		355.55	
BYRON	12	790.92		
CORSICAN PRINCE	13			438.96
VOLTAIRE	14	349.93		
CORRIENTES	15		558.61	

6084

6085	TENNYSON	16	964.58		
	GRECIAN PRINCE	17			273.29
	VERDI	18	384.79		
	SIEGMUND	19		666.40	
	BYRON	20	806.16		
	ITALIAN PRINCE	21			521.58
	GUNTHER	22		190.17	
	CAVOUR	23	409.53		
	TENNYSON	24	827.07		
	CASTILLIAN PRINCE	25			506.66
6086	VOLTAIRE	26	362.69		
	SIEGLINDE	27		286.81	
	BYRON	28	584.14		
	CORRIENTES	29		550.93	
	VERDI	30	431.92		
	GRECIAN PRINCE	31			493.65
	TENNYSON	32	836.63		
	SIEGMUND	33		894.02	
	ITALIAN PRINCE	34			1,141.83
	CAVOUR	35	626.92		
6087	BYRON	36	566.52		
	GUNTHER	37		713.32	
	VOLTAIRE	38	462.85		
	CASTILLIAN PRINCE	39			515.09
	TENNYSON	40	527.40		
	SIEGLINDE	41		479.20	
	VERDI	42	307.16		
	CORSICAN PRINCE	43			826.78
	BYRON	44	803.48		
	SIEGMUND	45		610.19	
	VASARI	46	416.32		
6088	GRECIAN PRINCE	47			490.88
	CORRIENTES	48		1,134.88	
	TENNYSON	49	854.55		
	DESTERRO	50		605.77	
	VOLTAIRE	51	518.57		
	CROWN PRINCE	52			838.15
			$13,722.19	$8,323.63	$7,095.20

RECAPITULATION.

6089

Total Commissions			$29,141.02
Busk & Daniels protortion	⅓	$ 9,713.68	
Funch, Edye & Co "	⅓	9,713.67	
Paul F. Gerhard & Co "	⅓	9,713.67	29,141.02
Busk & Daniels proportion	⅓	9,713.68	
do received		13,722.19	
To pay		4,008.51	

6090

Funch, Edye & Co proportion	⅓	$ 9,713.67	
do received		8,323.63	
To receive		$ 1,390.04	
Paul F. Gerhard & Co proportion	⅓	$ 9,713.67	
do received		7,095.20	
To receive		$ 2,618.47	

6091

Busk & Daniels to pay to		
Funch, Edye & Co	$ 1,390.04	
Paul F. Gerhard & Co	2,618,47	$ 4,008.51

E. & O. E;

NEW YORK, August 5, 1909.

6092

Petitioner's Exhibit 6.—Daniels 108.

LAMPORT & HOLT LINE,

Per Messrs. Busk & Daniels, Agents,

In account with

UNITED STATES AND BRAZIL LINES.

1908			
Sept 22	To VERDI, No. 5:	$ 3,608.14	
Oct 6	" TENNYSON, No. 7:	6,051.34	

6093	Oct.	14	To	VELASQUESZ, No. 10:	2,879.76	
	"	16	"	BYRON, No. 12:	6,553.94	
	"	20	"	VOLTAIRE, No. 14:	4,210.12	
	Nov	6	"	VERDI, No. 18:	3,791.54	
		1909				
	Mch	16	"	TENNYSON, No. 16:	7,473.45	
	"	29	"	BYRON, No. 2:	4,334.50	
	"	"	"	" , No. 20:	5,917.87	
	"	30	"	CAVOUR, No. 23:	4,017.04	
	Apl	5	"	TENNYSON, No. 24:	7,105.38	
6094	"	"	"	VOLTAIRE, No. 26:	2,986.06	
	"	"	"	BYRON, No. 28:	5,379.73	
	"	"	"	TENNYSON, No. 32:	5,540.60	
	"	"	"	VERDI, No. 30:	4,514.02	
	"	20	"	CAVOUR, No. 35:	5,564.08	
	"	22	"	BYRON, No. 36:	3,450.65	
	"	24	"	VOLTAIRE, No. 38:	4,675.88	
	"	26	"	TENNYSON, No. 40:	3,145.74	
	May	10	"	VERDI, No. 42:	3,131.84	
	"	25	"	BYRON, No. 44:	5,383.98	
6095	June	7	"	VASARI, No. 46:	3,418.32	
	"	19	"	TENNYSON, No. 49:	6,002.55	
	"	30	"	VOLTAIRE, No. 51:	5,089.72	
	"	"	"	CHARTER a/c difference profit VOLTAIRE, No. 26	570.00	$114,796.25

	July	31	By	Cash	$100.00
	Sept	10	"	"	100.00
	"	22	"	Commission	373.84
	Oct	6	"	"	762.74
6096	"	14	"	"	266.74
	"	16	"	"	790.92
	"	20	"	"	349.93
	"	30	"	Cash	100.00
	Nov	6	"	Commission	384.79
	Dec	3	"	Cash	100.00
		1909			
	Jany	16	"	Cash	100.00
	Mch	5	"	"	100.00
	"	29	"	Commission	486.74
	"	"	"	"	964.58

Mch.	29	By	Commission	806.16	6097
"	30	"	"	409.53	
Apl	5	"	"	827.07	
"	"	"	"	362.69	
"	"	"	"	584.14	
"	12	"	"	431.92	
"	"	"	"	836.63	
"	20	"	"	626.82	
"	22	"	"	566.52	
"	24	"	"	462.85	
"	26	"	"	589.90	6098
May	6	"	Cash	100.00	
"	10	"	Commission	307.16	
"	25	"	"	803.48	
June	7	"	"	416.32	
"	11	"	Cash	100.00	
"	19	"	Commission	854.55	
"	30	"	"	518.57	
"	"	"	Charter a/c difference of profit Tennyson, No. 16	75.00	6099
June	30	By	Charter a/c difference of profit Tennyson, No.	250.00	
"	"	"	Charter No. 24	60,443.75	
"	"	"	Balance	39,442.81	114,796.25

To Balance $39,442.81

E. & O. E:

NEW YORK, August 30, 1909.

Secretary. 6100

Petitioner's Exhibit 6-a.—Daniels 108.

PRINCE LINE,

Per Messrs. Paul F. Gerhard & Co, Agents,

In account with

UNITED STATES AND BRAZIL STEAMSHIP LINES.

1908			
Oct.	5	To GRECIAN PRINCE No. 3	$2,053.99

6101	Oct	5	To	ITALIAN PRINCE No. 13	3,753.52	
	"	"	"	CASTILLIAN PRINCE No. 8	1,714.61	
	"	20	"	CORSICAN PRINCE No. 13	2,360.86	
	"	27	"	GRECIAN PRINCE No. 17	1,841.94	
	Nov	23	"	ITALIAN PRINCE No. 21	3,557.03	
	1909					
	Mch	26	"	CASTILLIAN PRINCE No. 25	3,652.86	
	"	29	"	GRECIAN PRINCE No. 31	2,932.68	
	Apl	13	"	ITALIAN PRINCE No. 34	6,723.19	
	"	20	"	CASTILLIAN PRINCE No. 39	3,290.17	
6102	May	25	"	CORSICAN PRINCE No. 43	5,160.47	
	June	7	"	GRECIAN PRINCE No. 47	2,808.23	
	"	30	"	CROWN PRINCE No. 52	4,708.69	
	"	"	"	Charter a/c for difference of profit ITALIAN PRINCE No. 21	52.17	
	June	30	To	Balance	23,865.85	$68,476.26

	July	31	By	Cash	$100.00	
6103	Sept	11	"	"	100.00	
	Oct	5	"	Commission	294.36	
	"	"	"	"	519.02	
	"	"	"	"	234.95	
	"	20	"	"	438.96	
	"	27	"	"	273.29	
	"	30	"	Cash	100.00	
	Nov	23	"	Commission	521.58	
	Dec	3	"	Cash	100.00	
	1909					
	Jany	15	By	Cash	100.00	
6104	Mch	5	"	"	100.00	
	"	26	"	Commission	506.66	
	"	29	"	"	593.65	
	Apl	13	"	"	1,141.83	
	"	20	"	"	515.09	
	May	5	"	Cash	100.00	
	"	25	"	Commission	826.78	
	June	7	By	Commission	490.88	
	"	10	"	Cash	100.00	
	"	30	"	Commission	838.15	

	ence of profit GRECIAN PRINCE No. 3	56.01		6105
June 30	By Charter a/c for difference of profit CORSICAN PRINCE No. 13	13.57		
" " "	Charter a/c for difference of profit CASTILLIAN PRINCE No. 25	42.64		
" " "	Charter a/c for difference of profit CORSICAN PRINCE No. 43	25.10		
" " "	Charter No. 24	60,443.74	$68,476.26	6106
	By Balance	$23,865.85		

E. & O. E.

NEW YORK, August 30, 1909.

Secretary.

Petitioner's Exhibit 6-b—Daniels 108.

HAMBURG LINES, 6107

Per Messrs. Funch, Edye & Co, Agents,

UNITED STATES AND BRAZIL STEAMSHIP LINES.

1908.			
Oct 2	To CORRIENTES, No. 1	$ 1,749.18	
" " "	SIEGMUND, No. 4	1,163.47	
" 12 "	GUNTHER, No. 9	2,503.12	
" 20 "	SIEGLINDE, No. 11	1,865.13	
" " "	CORRIENTES, No. 15	3,734.74	6108
Nov 17 "	SIEGMUND, No. 19	4,793.26	
Dec 15 "	GUNTHER, No. 22	3,118.68	
1909			
Mch 26 "	SIEGLINDE, No. 27	2,436.78	
Apl 3 "	CORRIENTES, No. 29	3,695.25	
" 13 "	SIEGMUND, No. 33	7,115.15	
" 19 "	GUNTHER, No. 37	4,252.43	
May 4 "	SIEGLINDE, No. 41	3,145.44	
" 24 "	SIEGMUND, No. 45	4,094.45	
June 28 "	CORRIENTES, No. 48	6,426.64	

6109	June	28	To	DESTERRO, No. 50	4,090.58	
	"	30	"	Balance	15,670.25	$68,854.55
	1908.					
	Aug.	4	By	Cash	$100.00	
	Sept	14	"	"	100.00	
	Oct	2	"	Commission	353.08	
	"	"	"	"	204.89	
	"	12	"	"	419.81	
6110	"	20	"	"	355.55	
	"	"	"	"	558.61	
	Nov	1	"	Cash	100.00	
	"	17	"	Commission	666.40	
	Dec	8	"	Cash	100.00	
	"	15	"	Commission	490.17	
	1909.					
	Jany	19	"	Cash	100.00	
	Mch	22	"	"	100.00	
6111	"	26	"	Commission	294.84	
	Apl	"	"	"	551.43	
	"	13	"	"	894.02	
	"	19	"	"	713.32	
	May	1	"	Cash	100.00	
	"	4	"	Commission	479.20	
	"	24	"	"	610.19	
	June	19	"	Cash	100.00	
	"	28	"	Commission	1,134.88	
	June	29	By	Commission	605.77	
6112	"	30	"	Charter a/c for difference of profit SIEGMUND, No. 45	119.77	
	"	"	"	Charter a/c for difference of profit SIEGLINDE, No. 27	78.32	
	"	"	"	Charter a/c for difference of profit CORRIENTES, No. 29	3.75	
	"	"	"	Charter a/c for difference of profit SIEG-		

LINDE, No. 41	76.81		6113
June 30 By Charter No. 24	60,443.74	$69,854.55	
By Balance	$15,670.25		

E. & O. E.

NEW YORK, August 30, 1909.

Secretary.

Petitioner's Exhibit 6-c—Daniels 108.

6114

STATEMENT

Charter account

UNITED STATES AND BRAZIL STEAMSHIP LINES

July 1, 1908 to June 30, 1909.

Steamer	No.	Profit	
VERDI	5	$ 3,234.30	
CORRIENTES	1	1,396.10	
SIEGMUND	4	958.58	
GRECIAN PRINCE	3	1,759.63	6115
ITALIAN PRINCE	6	3,234.50	
CASTILLIAN PRINCE	8	1,479.66	
TENNYSON	7	5,288.60	
GUNTHER	9	2,083.31	
VELASQUEZ	10	2,613.02	
BYRON	12	5,763.02	
SIEGLINDE	11	1,509.58	
CORSICAN	13	1,921.90	
VOLTAIRE	14	3,860.19	
CORRIENTES	15	3,176.13	6116
GRECIAN PRINCE	17	1,568.65	
VERDI	18	3,406.75	
SIEGMUND	19	4,126.86	
ITALIAN PRINCE	21	3,035.45	
GUNTHER	22	2,628.51	
BYRON	2	3,847.76	
TENNYSON	16	6,508.87	
BYRON	20	5,111.71	
SIEGLINDE	27	2,141.94	
CASTILLIAN PRINCE	25	3,146.20	

6117	Grecian Prince	31	2,439.03	
	Tennyson	24	6,278.31	
	Voltaire	26	2,623.37	
	Byron	28	4,795.59	
	Corrientes	29	3,143.82	
	Verdi	30	4,082.10	
	Tennyson	32	4,703.97	
	Siegmund	33	6,221.13	
	Italian Prince	34	5,581.36	
	Gunther	37	3,539.11	
6118	Cavour	35	4,937.16	
	Castillian Prince	39	2,775.08	
	Byron	36	2,884.13	
	Voltaire	38	4,213.03	
	Tennyson	40	2,555.84	
	Cavour	23	3,607.51	
	Sieglinde	41	2,666.24	
	Verdi	42	2,824.68	
	Siegmund	45	3,484.26	
	Corsican	43	4,333.69	
6119	Byron	44	4,580.50	
	Grecian Prince	47	2,317.35	
	Vasari	46	3,002.00	
	Tennyson	49	5,148.00	
	Corrientes	48	5,291.76	
	Desterro	50	3,484.81	
	Voltaire	51	4,571.15	
	Crown Prince	52	3,870.54	
		Prince Line, difference of profit Italian Prince No. 21	52.17	
6120		Lamport & Holt, difference of profit Voltaire No. 26	570.00	$184,378.91
	1909			
	June 30	To Prince Line, difference of profit Grecian Prince No. 3	56.01	
	" "	To Prince Line, difference of profit Corsican Prince No. 13	13.57	
	June 30	To Prince Line, difference of profit Castillian		

		PRINCE No. 25	42.64	6121
June 30	To	Hamburg lines, difference of profit SIEGMUND No/45	119.77	
"	"	" Hamburg Lines, difference of profit SIEGLINDE No. 27	78.32	
"	"	" Lamport & Holt, difference of profit TENNYSON No. 16	75.00	
"	"	" Hamburg Lines. difference of profit CORRIENTES No. 29	3.75	6122
"	"	" Lamport & Holt, difference of profit TENNYSON No. 40	250.00	
"	"	" Hamburg Lines, difference of profit SIEGLINDE No. 41	76.81	
"	"	" Prince Line, difference of profit CORSICAN PRINCE No. 43	25.10	6123
"	"	" Balance	183,637.94	184,378.91

CHARTER ACCOUNT NO. 24

CR

1909				
June 30	To	Profit on Charter		$183,637.94

DR

1909				6124
June 30	To	Office Expenses		2,306.71
				$181,331.23

Credited to	Lamport & Holt Line ⅓rd:	$60,443.75	
do	Prince Line ⅓rd	60,443.74	
do	Hamburg Lines ⅓rd	60,443.74	$181,331.23

E. & O. E:

6125 NEW YORK, August 30, 1909.

Secretary.

Petitioner's Exhibit 6-d.—Daniels 108.

UNITED STATES AND BRAZIL STEAMSHIP LINES.

BALANCE SHEET

July 1, 1908, To August 30, 1909

6126 Folio		Debit	Credit
2	To Lamport & Holt	$39,442.81	
22	" Prince Line		$23,865.85
32	" Hamburg Lines		15,670.25
61	" Cash account	93.29	
		$39,536.10	$39,536.10

E. & O. E.

NEW YORK, August 30, 1909.

6127 *Secretary.*

Petitioner's Exhibit 7—Daniels 108.

LAMPORT & HOLT LINE.

Per Messrs. Busk & Daniels, Agents,

In account with

UNITED STATES AND BRAZIL STEAMSHIP LINES.

6128	1908 July 1	By Balance	$31.10
	1909 Aug 5	" Cash	100.00
	Sept 10	" Do	100.00
	Nov 18	" Do	150.00
	Dec 17	" Do	100.00
	1910 Feby 5	" Do	100.00
	Mch 5	" Do	100.00
	May 6	" Do	100.00
	June 22	" Do	100.00

Aug 5	By Cash	100.00		6129
Oct 6	" Do	100.00		
Nov 7	" Do	100.00		
Dec 19	" Do	100.00	$1,281.10	
1910				
Dec 31	To Office expenses ⅓	$1,216.41		
Dec 31	" Balance	64.69	$1,281.10	
1910				
Dec 31	By Balance	$64.69		6130

E. & O. E.

NEW YORK, February 15, 1911

ROBERT GOODWIN,
Secretary.

PRINCE LINE, LTD.
Per Messrs. Paul F. Gerhard & Co. Agents.

In account with 6131

UNITED STATES AND BRAZIL STEAMSHIP LINES.

1908				
July 1	By Balance	$ 100.09		
1909				
Aug 5	" Cash	100.00		
Sept 9	" Do	100.00		
Nov 18	" Do	150.00		
Dec 20	" Do	100.00		6132
1910				
Feby 5	" Do	100.00		
Meh 5	" Do	100.00		
May 6	" Do	100.00		
June 22	" Do	100.00		
Aug 4	" Do	100.00		
Oct 6	" Do	100.00		
Nov 4	" Do	100.00		
Dec 20	" Do	100.00	$1,281.09	

6133	1910			
	Dec 31	To Office expenses ⅓	1,216.40	
	Dec 31	" Balance	64.69	$1,281.09
	1910			
	Dec 31	By Balance	64.69	

E. & O. E.

Secretary.

NEW YORK, February. 15, 1911.

6134 HAMBURG LINES.

In account with

UNITED STATES AND BRAZIL STEAMSHIP LINES.

	1908			
	July 1	By Balance	$ 31.10	
	1909			
	Aug 4	" Cash	100.00	
6135	Sept 9	" Do	100.00	
	Nov 15	" Do	150.00	
	Dec 20	" Do	100.00	
	1910			
	Feby 10	" Do	100.00	
	Mch 5	" Do	100.00	
	May 6	" Do	100.00	
	June 28	" Do	100.00	
	Aug. 8	" Do	100.00	
	Oct 13	" Do	100.00	
	Nov 6	" Do	100.00	
6136	Dec 19	" Do	100.00	
	Dec 19	" Do	100.00	$1,281.10
	1910			
	Dec 31	To Office expenses⅓	1,216.41	
	Dec 31	To Balance	64.69	$1,281.10
	1910			
	Dec 31	By Balance	$64.69	

E. & O E.

NEW YORK, February 15, 1911

Secretary.

Petitioner's Exhibit 7-a.—Daniels 108. 6137

UNITED STATES AND BRAZIL STEAMSHIP LINES.

Statement of Cash Account,
July 1, 1908, to June 30, 1909.

UNITED STATES AND BRAZIL STEAMSHIP LINES.

Statement of Cash Account,
July 1, 1908, to June 30, 1909.

6138

1908.					
July	31	To	Lamport & Holt	$100.00	
"	"	"	Prince Lines	100.00	
Aug	4	"	Hamburg Lines	100.00	
Sept	11	"	Lamport & Holt	100.00	
"	11	"	Prince Line	100.00	
"	14	"	Hamburg Lines	100.00	
Oct	30	"	Lamport & Holt	100.00	
"	"	"	Prince Line	100.00	
Nov	1	"	Hamburg Lines	100.00	
Dec	3	"	Lamport & Holt	100.00	6139
"	"	"	Prince Line	100.00	
"	8	"	Hamburg Lines	100.00	
1909					
Jany	15	"	Prince Line	100.00	
"	16	"	Lamport & Holt	100.00	
"	19	"	Hamburg Lines	100.00	
Mch	5	"	Prince Line	100.00	
"	"	"	Lamport & Holt	100.00	
"	22	"	Hamburg Lines	100.00	
May	5	"	Prince Line	100.00	6140
"	6	"	Lamport & Holt	100.00	
"	"	"	Hamburg Lines	100.00	
June	10	"	Prince Lines	100.00	
"	11	"	Lamport & Holt	100.00	
"	19	"	Hamburg Lines	100.00	$2,400.00

1908.					
July	27	By	Repairing office chair	$ 2.00	
"	28	"	Stationery Sundries	5.04	

6141	July	30	By	Ledger, Journal &c	5.10
	"	31	"	Salary from July 27 to 31st	20.55
	Aug	14	"	Stationery	45
	"	"	"	Repairing clock	2.00
	"	"	"	Rent for July	41.67
	"	"	"	Telegrams London	27.75
	"	"	"	Hanging picture	1.00
	"	"	"	Salary	125.00
	"	26	"	Telegrams London	21.25
	Sept	4	"	Stationery	95
6142	"	8	"	Laundry	75
	"	14	"	Salary	125.00
	"	"	"	Typewriting	17.50
	"	"	"	Telegrams London	10.00
	"	22	"	Stationery	50
	Sept	28	By	Telegrams London	$ 34.25
	Oct	2	"	Stationery Typewriting	4.90
	"	"	"	Duplicator	5.88
	"	"	"	Laundry	75
	"	15	"	Stationery	90
	"	19	"	Office chair	2.50
6143	"	"	"	Salary	125.00
	"	24	"	Stationery	2.00
	"	"	"	Telegrams London	16.75
	Nov	2	"	Laundry	75
	"	5	"	Salary	125.00
	"	"	"	Typewriting Sept a/c	24.75
	"	"	"	Rent quarter ending Nov 1st	125.00
	"	23	"	Stationery	2.20
	"	24	"	Telegrams London	5.25
	Dec	2	"	Stationery	50
6144	"	3	"	Eyelet fastener	1.50
	"	"	"	Typewriting machine	40.00
	"	4	"	Telegrams London	15.50
	"	7	"	Laundry	75
	"	"	"	Salary	125.00
	"	16	"	Stationery	1.20
	"	17	"	Postage	10
	"	"	"	Stationery 500 Proforma a/c blanks	9.25
	"	29	"	Telegrams, London	39.00

1909					
					6145
Jany	4	By	Laundry	75	
"	4	"	Salary	125.00	
"	18	"	Salary	125.00	
"	20	"	Stationery	1.50	
"	"	"	Telegrams London	13.50	
"	"	"	Porter	25	
Feby	1	"	Laundry	75	
"	6	"	Stationery	1.20	
"	23	"	Salary	125.00	
"	25	"	Ribbon typewriter	75	
"	"	"	Rent quarter ending Feby 1st	125.00	6146
Mar	1	"	Laundry	.75	
"	13	"	Telegrams London	14.25	
"	"	"	Salary	125.00	
"	24	"	Stationery	1.38	
Apl	5	"	Salary	125.00	
"	7	"	Laundry	75	
"	"	"	Refilling duplicator	2.94	
"	22	"	Stationery sundries	4.20	
"	"	"	Telegram London	11.50	6147
May	1	"	Laundry	75	
"	10	"	Rent quarter ending May 1st	125.00	
May	11	By	Telegrams London	36.75	
"	17	"	Salary	125.00	
"	24	"	Stationery	4.80	
June	1	"	Telegrams London	27.04	
"	13	"	Stationery	2.75	
"	"	"	Cleaning typewriter	50	
"	30	"	Stationery 500 proforma a/c blanks	9.25	6148
"	"	"	Telegrams London	40.71	
"	"	"	Salary	125.00	
"	"	"	Laundry	75	
"	"	"	Balance	93.29	
					2,400.00
			To balance	$93.29	

E & O. E

NEW YORK, August 30, 1909

Secretary.

6149 UNITED STATES AND BRAZIL STEAMSHIP LINES.

Statement of Cash Account,
May 1, 1908 to August 30, 1908.

	1908					
	May	1	To	Balance	$ 8.27	
	"	23	"	Lamport & Holt	41.66	
	Aug	12	"	Hamburg American Line	111.11	
	"	12	"	Lamport & Holt	40.45	
6150	"	14	"	Prince Line	82.12	
	"	"	"	Union Line	12.70	$296.31
	1908					
	Aug	13	By	Rent quarter ending May 1st	$125.00	
	"	"	"	Rent May & June	83.33	
	"	14	"	Typewriting	38.00	
	"	30	"	Balance	49.98	296.31
6151				To Balance	$ 49.98	

Not included in balance documents, dated August 30, 1909
E. & O. E.

New York, Aug. 30, 1909.

Secretary.

Petitioner's Exhibit 7-b.—Daniels 108.

UNITED STATES AND BRAZIL STEAMSHIP LINES.

6152 Statement of Office Expenses.
July 1, 1909 to December 31, 1910.

	1910					
	Dec	31	By	Office expenses		$3,649.22
	1910					
	Dec	31	To	Lamport & Holt Line	⅓ $1,216.41	
	"	"	"	Prince Line Ltd	⅓ 1,216.41	
	"	"	"	Hamburg Lines	⅓ 1,216.40	$3,649.22

E. & O. E;
NEW YORK, February 15, 1911. 6153

ROBERT GOODWIN,
Secretary.

Petitioner's Exhibit 112.—McCreary 133

PER "CAMPANIA"

June 30th, 1908.

MESSRS. LAMPORT & HOLT,

Liverpool.

DEAR SIRS:— 6154

We beg to thank you for Mr. Cook's cables of the 17th inst. to us and to the writer at Queenstown, and we now await with interest the rebate conditions, which you advise will be announced later. In this connection we beg to quote the following from Messrs. Hard, Rand & Co's letter dated Rio, June 8th, received today.

"SYNDICATE LINES. The question has come up as to whether the Syndicate lines should take cargo at the berth rate from shippers by the Lloyd steamers. The Prince 6155
Line have declined to take such cargo but the Lamport & Holt Agents are inclined to accept the same. A syndicate telegram was accordingly sent asking for instructions. No answer has yet been received, but the Prince Line Agents have a private wire from Knott this morning telling them to follow the lead of the Lamport & Holt. This looks as though cargo by outside shippers would be received. If so it seems to us unjust to supporters of the Lines and to call for protest. If Urban, Trinks, etc. can ship the bulk of their coffee at the cheap Lloyd rate and still take advantage of the Syndicate Steamers, when 6156
convenient, especially for New Orleans, it gives them a dictinct advantage over us, if 10% is the maximum rebate allowed."

We earnestly hope that the rebate will be a scaled one as in the past, as we very much fear that a flat 10% rebate will not prove a sufficient inducement in the long run to warrant exclusive support, unless in addition to the rebate allowed shipers we were to receive a commission on shipments to the United States and Europe, as suggested by the writer to Mr. Cook. You will certainly appreciate

6157 the force of our Rio firm's objection to Arbuckle, for instance, being able to ship to New Orleans by the Syndicate Line steamers at berth rate when it suits their convenience whilst at the same time they ship the bulk of their coffee under their contract with the Lloyd Brazileiro at 20 cts. & 5%. We hope that Mr. Cook's expectation as to the Brazileiro lasting only a short time longer will prove correct in the near future, thus permitting your maintaining a living rate of freight. With the Lloyd Brazileiro out we would much prefer a 35 ct. or even 40 ct.
6158 rate of freight, with scaled rebates to 27½%, to a 25 ct. rate with a flat rebate of 10%.

Yours very truly,

HARD & RAND.

Petitioner's Exhibit 113.—McCreary 133

Received from LAMPORT & HOLT

London

July 13 1903

Referring your letter thirtieth shipments account dis-
6159 loyals now refused conference including Royal Mail Nordeutscher Lloyd now definitely decided deferred rebate system from first September present Hamburg scale covering combined shipments Santos United States Europe between Antwerp Hamburg both inclusive with five per cent rebate United States shipments first July first September separate deferred rebate system Rio Victoria United States from first July ten percent irrespective quantities.

LAMPORT.

6160

Petitioner's Exhibit 114.— McCreary 133

Sent to LAMPORT & HOLT

London July 13 1908

Will Conference refuse shipments Europe from Santos Rio Victoria of disloyals to United States what is present Hamburg scale

HARDRAND

Petitioner's Exhibit 115.—McCreary 134 6161

Received from LAMPORT & HOLT
R London July 14 1908

German Lines considering matter Hamburg scale five per cent up to hundred thousand bags quarter percent more every additional ten thousand maximum ten per cent three hundred thousand or over.

LAMPORT

Petitioner's Exhibit 116—McCreary 134 6162

Per "CAMPANIA."

LIVERPOOL, 15 July 1908.

LAMPORT & HOLT.

Private.

MESSRS. HARD & RAND,
107 Wall Street,
New York.

DEAR SIRS,

We have to thank you for your letter of the 30th ultimo and confirm the cable messages exchanged with you in reference thereto, as per copies enclosed. 6163 We have been glad to be able to inform you that all the associated lines in the United States trade are now in accord on the question of refusing shipments from disloyal shippers, and that the European lines are giving a consideration to a similar system of protection. We have cabled you the gist of the new rebate system, and do not doubt but what our message has been quite clear and intelligible to you. We now hand you proof copies of the circulars which are being issued to shippers in Rio de Janeiro and Santos, who have also been informed by cablegram through the steamship agents in regard to the main points of the same. 6164 The system decided upon and as contained therein has been arrived at after very protracted negotiations between the steamship lines, who naturally have had their own interests and self-preservation principally under consideration, and if it falls short of what may be desired by some of the larger shippers we can only express our regret that such should be the case. What we have endeavored to frame is a rebate scale which would meet the views of a majority of the shippers and as

6165 far as possible put everybody on an equality as regards rates of freight. We do not doubt but what on a full consideration the arrangement will be acceptable to you as being an equitable one to all concerned.

We are,
Yours truly,
LAMPORT & HOLT.

Enclo. (In lead pencil) Notice to Rio Sant & Vict shippers at cable desk.

6166

Petitioner's Exhibit 117—McCreary 134

Per s.s. "CARMANIA."

LAMPORT & HOLT. LIVERPOOL, 19th August, 1908.

MESSRS. HARD & RAND,
107 Wall Street,
New York.

DEAR SIRS,

We are in receipt of your favour of the 7th instant, enclosing statements of claims for coffee rebates, which shall
6167 have our prompt attention.

Yours truly,
LAMPORT & HOLT.

Petitioner's Exhibit 122—McCreary 140

Per "MAJESTIC"

July 24th, 1908.

MESSRS. LAMPORT & HOLT,
Liverpool.

6168 DEAR SIRS:—

We are in receipt of your letter of the 15th inst., with enclosures. It is needless to say that the decision arrived at by the Associated Lines is disappointing to us, as Mr. Cook is aware, and our confining our shipments to the Syndicate Lines, or our sacrificing rebates and shipping by other opportunities will be largely a question of rates. We are credibly informed that we can at present charter Santos, Rio and Victoria to New York and/or New Orleans at 18 cts. per bag, and we have no reason to doubt that we could make a contract with the Lloyd Brazileiro at the

same rate that Arbuckle Bros. contracted for, namely, 20 6169
cts. & 5%.

Yours very truly,
HARD & RAND.

Petitioner's Exhibit 100—Daniels 289

(Copy)

NEW YORK, 12th December, 1908.

This agreement made this 12th day of December, 1908, with the Lamport & Holt Line, Busk & Jevons, Agents, and G. M. Hughes, for account of the Singer Mfg. Co.

It is agreed that all shipments from New York to Rio de 6170
Janeiro and Santos, Brazil, from 1st January to 31st December, 1909, will be shipped by the Lamport & Holt Line mail steamers at sixteen cents (16c) per cubic foot, plus ten per cent (10%) primage. All shipments to be prepaid.

The Lamport & Holt Line Agents guarantee at least two mail steamers per month for this contract, reserving the option of other steamers should their own sailings for any reason be interrupted by accident. Shippers reserve option of declaring quantities for each steamer. Port of destination to be named before shipment. Ample notice to be 6171
given. This agreement in all other respects to be subject to the carrying Line's form of bill of lading.

This contract to be continued after Dec. 31, 1909, subject to ninety days notice of withdrawal to be given by either party, but such notice not to be given prior to the 1st October, 1909.

(SD) BUSK & JEVONS, Agts.
(SD) G. M. HUGHES.

Signed in duplicate.

6172

Petitioner's Exhibit 100-a—Daniels 290

(COPY)

7th Dec. 1909.

G. M. HUGHES, Esq., Agent,
Singer Sewing Machine Co.,
100 William Street, City.

DEAR SIR:—

Referring to our contract with your goodself dated 12th December, 1908, we beg to advise you that we are agreeable to extend this contract to include the shipments by the

6173 Prince and Hamburg-American Lines' steamers at a net rate of 16c per cubic foot, if you desire to utilize the steamers of either of the above lines.

Yours faithfully,

(SD) BUSK & DANIELS

LD/JS

Petitioner's Exhibit 123—Waddell 146

SUPPLEMENTARY NOTICE TO SHIPPERS FROM SANTOS.

Copy from Hard Rand & Co. Santos.

6174

With reference to the Notice to Shippeers dated 15th July 1908, issued by the HAMBURG SUDAMERIKANISCHE DAMPFSCHIFFFAHRTS-GESELLSCHAFT PRINCE LINE LTD., ROYAL MAIL STEAM PACKET COMPANY. HAMBURG AMERIKA LINIE. NORDDEUTSCHER LLOYD. LAMPORT & HOLT. the said lines herewith beg to notify shippers of the following amendments and additions to the terms stipulated in the above mentioned circular, viz:—

6175 1) that the Rebate due to Shippers who have confined their total shipments of coffee to the Combined Lines during the twelve months ending 31st August 1909 be paid within three months after that date unconditionally.

2) that no exporter be allowed more favorable conditions than another.

3) that the freight to Europe never be more than 5/-& 5% primage above the bona fide charter rate with a minimum rate of 20/-& 5% primage.

4) that the rate to the United States shall never be more than 10 cents & 5% primage above bona-fide charter rate
6176 with a minimum rate of 30 cents & 5% primage, that however, the present rate to the United States of 25 cents. & 5% primage will be maintained during the continuance of the Lloyd Brazileiro berth rate of 15 cents.

5) In case the Combined Lines fail to supply the available tonnage required at the above rates of freight by their own or chartered steamers within a reasonable time, say 14 days from the date of request, or if their current rate be not in accordance with what is stipulated in clauses 3 and 4 of this Agreement, the exporters shall be at liberty to charter or ship in an outside vessel or vessels, or a part

of parts thereof, without prejudice to their right to rebate under this Agreement. In case of an exporter deciding to charter outside tonnage upon the grounds that the rate of freight charged by the Combined Lines be at any particular time more than 5/-& 5% per ton and 10 cents & 5% per bag in excess of the rates of freight at which coffee could be shipped at the time in question by outside steamers, then the said exporters shall produce to the Agents of the Combined Lines in Brazil at the time of such outside chartering evidence as to the latter rate of freight. 6177

It is understood that the exporter will not offer, directly or indirectly, any chartered tonnage of his to other shippers at a lower rate of freight than his own charter rate. 6178

6) The Combined Lines agree to give 14 days notice of any increase in the rate of freight and to supply tonnage required by exporters, at the lower rate at the time notice is given to the extent of tonnage available by their ships leaving within 14 days from the date of notice.

7) All disputes arising upon this agreement shall be referred to arbitration in London under the terms of the Arbitration Act 1889.

In any such arbitration all protests, certificates of brokers, surveys and other mercantile documents shall be admitted in evidence for what they are worth. 6179

SANTOS, 11th September 1908.

BY AUTHORITY OF THE COMBINED LINES.

E. Johnston & Co. Ltd, agents of the Hamburg Sudamerikanische Dampfschifffahrts-Gesellschaft.

Zerrener Bulow & Co, Agents of the Norddeutscher Lloyd, Bremen and Prince Line Limited.

Theodore Wille & Co., Agents of the Hamburg Amerika Linie. 6180

F. S. Hampshire & Co, Ltd Agents of the Lamport & Holt Line.

George W. Ennor, Agents of the Royal Mail Steam Packet & Co.

APPROVED.

Societe Financiere et Commerciale Franco-Bresilienne.
Naumann Gepp & Co. Limited. Roxo & Co.
Michaelsen, Wright & Co, Limited Levy, Alvaro & Co.

6181 Holworthy Ellis & Co.
Raphael Sampaio & Co.
Prado Chaves & Co.
Cunha Bueno & Co.
Diogenes Ferreira & Co.
Krische & Co.
Nossack & Co.
George Rosenheim.
Baldwin & Co.
Schmidt & Trost.
Hard, Rand & Co.
Barboza & Co.
R. Alves Toledo & Co.

CLAIM FOR REBATE Copy from

HARD, RAND & CO.

6182 ——— Santos.

.....1st March 1910

Messrs.....

.....

We beg to give below a list of the shipments of Coffee we have made by the steamers of your Line from 1st September 1908, until 31st August 1909, on the Freight on which we are entitled to a rebate of per cent., in
6183 accordance with your Circular notice of 15th July 1908, which we have received.

We hereby declare that neither during the period named above nor since, have we been interested, directly or indirectly, either as Principals or Agents, in other shipments of Coffee from Santos to the ports of Antwerp, Amsterdam, Rotterdam and the Rivers Weser and Elbe or to ports in the United States of America, by any steamers other than those of the Royal Mail Steam Packet Company, The Hamburg Sudamerikanische Dampsfschifffahrts-
6184 Gesellschaft, The Hamburg Amerika Linie, The Norddeutscher Lloyd, Messrs. Lamport & Holt or the Prince Line, Limited.

Signature must be that of the firm, or of a person duly authorized to sign for the Firm.

Signature of Shippers.....

Address .....

*This claim will be valid only if presented within three 6185
months from this date.

(On side of page is the following)

Shipments at not under Conference Rates of Freights and Conditions, to the United States of America by the steamers of the National Brazilian Line under the Brazilian flag, and to Amsterdam by steamers of the Koninklijke Hollandsche Lloyd, will not invalidate claims for rebate.

COPY.

from

HARD, RAND & CO. 6186

Santos.

N. B. THESE PARTICULARS MUST ACCORD WITH THE BILLS OF LADING OF THE SHIPMENTS.

Date of Shipment.	Steamer.	Destination.	Freight including Primage.	% Rebate.

6187

6188

6189 **Petitioner's Exhibit 124—Waddell 147**

SUPPLEMENTARY NOTICE TO SHIPPERS FROM SANTOS.

Confirming the notice to Shippers from Santos, dated 15th. July 1908 and the Supplementary Notice to Shippers from Santos, dated 11th, September 1908, the Combined Lines

HAMBURG SUDAMERIKANISCHE DAMPFSCHIFFFAHRTS GESELLSCHAFT
6190 HAMBURG AMERIKA LINIE.
NORDDEUTSCHER LLOYD, BREMEN.
ROYAL MAIL STEAM PACKET CO.

beg to notify Shippers of the following amendments and additions to the above mentioned notices to come into force on this day:

1) That within one month from 1st. September 1910 an additional rebate of freight of 5% will be paid on all coffee shipped by their respective steamers to the ports of Ant-
6191 werp, Amsterdam, Rotterdam and the Rivers Weser and Elbe during the period from 1st September 1908 to 31st. August 1909 to those shippers who during the period from 1st September 1909 to 31st August 1910 shall have confined their shipments of coffee exclusively to the Combined Lines and have earned their ordinary rebates.

2) That the minimum rate of freight to the above ports be 25 s/ -& 5% whatever should happen.

3) That an additional freight of 15 s/ —& 5% above the current rates will be charged for the remainder of rebate period to those shippers who do not confine their shipments
6192 to the above ports to the above lines during the period from 1st September 1909 to 31st August 1910 in accordance with the terms of the circulars in force regulating the payments of the ordinary rebates.

SANTOS, 1st. September 1909.

BY AUTHORITY OF THE COMBINED LINES

E. Johnston & Co., Ltd. Agents of the Hamburg Sudamerikanische Dampschfffahrts Gesellschaft

Zerrenner, Bulow & Co., Agents of the Norddeutscher Lloyd, Bremen

Theodore Wille & Co., Agents of the Hamburg Amerika Linie 6193

George W. Ennor, Agent of the Royal Mail Steam Packet Company.

Petitioner's Exhibit 125—Waddell 231

LAMPORT & HOLT.

LIVERPOOL, 30 November 1908

MESSRS. HARD & RAND,
New York.

DEAR SIRS. 6194

We have been duly favored with your letters of 20 October and 11 and 13 instant. We must express our thanks to you for your sympathy with us over the unfortunate loss of the "*Velasquez.*"

Our New York agents have also sent us copy of your letter to them on the subject of damage to coffee, together with one of their reply to same. We are glad to think that this important matter is receiving the attention it deserves, and we can only hope that there will not be any recurrence.

Rebates per Hamburg Line. We are writing to the Hamburg South American Co. on the subject of your claim for rebate by the "*Sieglinde*" and on receipt of their reply we will again communicate with you. 6195

Yours truly,
LAMPORT & HOLT

Petitioner's Exhibit 135—Waddell 234

Per "LUCANIA." March 13th, 1908.

MESSRS. LAMPORT & HOLT,
Liverpool.

DEAR SIRS, 6196

With the enclosed copies of recent correspondence with Messrs. Busk & Jevons here regarding poor outturns of cargoes by your steamers, particularly as to slackage, with consequent heavy loss in value on originally sound coffee converted into ship fillings, and further shrinkage of weight of the latter by elimination of dirt and rubbish, we now beg leave to remark for your serious consideration and adoption of means for an improvement of the service in this respect.

This seems to be a growing rather than a lessening evil,

6197 as you will observe from the record of outturns by several of our steamers recently and we can discover nothing that leads us to believe in the existence of an earnest effort to abate the abuse. We would discuss the subject paragrapically as follows:

1st: Greater precautions at ports of loading against damage to bagging while in slings during the process of hoisting and lowering, and, as at Santos, in the course of handling by the stevedores' laborers. As an instance of the damage caused by the rough handling at Santos we cite
6198 the case of an invoice of 241 bags of coffee lately arrived by the S.S. "*Byron*," of about 40 which were discharged with the greater part of their contents missing, the mouths of the bags having been bursted along the seams, evidently from the impact of the drop from the laborers' shoulders into the steamer's hold. No attempt at resewing these bags had apparently been made, their slack ends merely being gathered together and wound about with lengths of twine. To offset the loss in weight on this parcel alone about 1700 lbs. of ship fillings were required.

2nd. *Rat eaten bags.* This damage we have noticed to
6199 an unusual extent on several occasions recently (see copy of ours to Messrs. Busk & Jevons on the "*Tennyson*" outturn).

3rd: *Hook torn bags.* It is a fact well known that hooks are frequently used by the stevedores' men in the holds of your vessels unloading at this port, notwithstanding our protests against the practice in the past.

4th: Carelessness in unloading, especially by contact with hatch coamings and cross-beam brackets as bags are hoisted in slings from the hold. In this connection nothing
6200 has been done in line with our repeated agitation for an improvement consisting of the placing of vertical fenders of planking inside the hatchways so that contact with the projections may be averted. This method was followed by us when discharging our chartered boats with eminently satisfactory results.

5th: Unnecessary loss or sacrifice of contents of torn bags, there appearing to be a growing tendency in the hastening of a ship's discharge to hoist slings containing broken and torn bags without due regard to leakage, the loss in many cases amounting to a major portion of the con-

tents of the bag. Closely related to this paragraph is the 6201
emphasis we find to lay upon poor outturn of ship fillings as compared with slackage. This we believe is to be accounted for in a great measure by the constant petty pilfering on the part of stevedores' laborers, both at ports of loading and discharge, with an attendant possibility that all sweepings are not brought out of the hold for distribution among the receivers of cargo.

We invite your especial attention to the specific case of the S. S. "*Tennyson*", referred to in ours of the 2nd and 12th inst. to Messrs. Busk & Jevons, as indicative of the 6202
necessity for the improvements we seek to have established.

Awaiting your advice, we remain,

Yours very truly,
(signed) HARD & RAND.

Petitioner's Exhibit 136—Waddell 234

LAMPORT & HOLT. Per "CARONIA."

LIVERPOOL, 31 March 1908.

MESSRS. HARD & RAND,
107 Wall Street,
New York. 6203

DEAR SIRS.

We have been duly favored with your letter of the 13th instant, with enclosures, and must express our regret that you should have been dissatisfied with some of the recent outturns of coffee. As you know, this is a matter to which we give the most careful and unremitting attention, and recently, when the Writer was out in Brazil, he made a study of the question on the spot, with the object of seeing if any better methods could be adopted. When in Santos he invited your representative there to accompany him on 6204
board the steamers then loading in port and to make any suggestions which would be of service in enabling us to give perfect satisfaction. But we are afraid that so long as Brazilian coffee continues to be shipped in bags made of such poor material and with such insufficient sewing, it will be quite impossible to prevent the breakage of packages and consequent loss of contents; and what surprises us is that you and others in the trade should still continue to be content to see your produce packed as it is and at the same time expect impossibilities from the steamship

6205 lines. There may be something in what you say in regard to the planking of the hatchways so as to reduce the possibility of breakage during the discharge in New York, and this is a matter which the Writer will give his personal attention to when he goes out to New York in about a fortnight's time, and when he will otherwise take up with you the different points to which you draw our special attention.

In the meantime, believe us,

Yours very truly,

6206 LAMPORT & HOLT.

Petitioner's Exhibit 71—Daniels 298

Per "CEDRIC."

4th December, 1908.

MESSRS. LAMPORT & HOLT,

Liverpool.

DEAR SIRS:

6207 SINGER MFG. Co. Since writing you last week that this contract had been closed at 16c & 10% to Rio de Janeiro and Santos, on presenting the contract for signature, we were surprised at being informed that the shipments were to be made by our line only and no persuasion on our part could induce the Company to share their shipments between the other Lines. We immediately put the position before our colleagues, who cabled to their Principals for instructions. Messrs. Gerhard have a reply from the Prince Line that they will not agree to our carrying the whole of the shipments, but after waiting three days for Messrs. Funch,

6208 Eyde & Co. to intimate what position they intended to take up, without getting any satisfaction, we cabled you to ask for instructions how to act. We do not know if we have the authority to close the business without the sanction of the other Lines, after having cut the rate in conformity with the conference's permission, but we are sure that nothing better can be done in respect to the rate, and we fear that if we refuse to accept the whole of the shipments by our line, the business will again go to the Lloyd and the Pool will be the losers. We now await your instructions how to act in this matter.

Yours faithfully, 6209
BUSK & JEVONS,
per David Cook.

Petitioner's Exhibit 79—Daniels 298

Per CAMPANIA 11th January, 1909.

MESSRS LAMPORT & HOLT,
Liverpool.

DEAR SIRS:— 6210

SINGER CONTRACT

Referring to the paragraph under this heading in your private letter of the 1st instant, and also to the copy of the letter from the Hamburg-South American S.S. Co., of the 29th December to Mr. Woods, we beg to enclose copy of our letter of this date to the Hamburg-South American S.S. Co., New York; also copy of our letter of the 22nd December to Mr. G. M. Hughes, the representative of the Singer Company. Mr. Hughes' reply to the letter was, that he did not want the other companies named in the contract as he did not want to be bothered by their representatives coming to his office. 6211

As we have told you in other correspondence, this party is peculiar in trading and it is a question of policy whether to force the gentleman to do something that he apparently does not want to do, especially when there is no object to be gained.

Our co-agents authorized the 16c rate and Mr. Hughes made us a firm bid on this basis for shipment by the Lamport & Holt Line, and in case of the withdrawal of any of our steamers, we have the privilege of shipping by any of 6212 the other Lines. The Conference is in no way injured and in no way prejudiced by this position. The Prince and German Lines have tried to force themselves upon the shipper, who, for reasons of his own, does not want them. Had they maintained this position, the chances are that the contract would have gone to the Lloyd or the Norton Line. On the other hand, in accepting the same in the way it was offered, the Conference have secured the business; and, as we have been pointing out to our colleagues, of late, if one of the Conference Lines carries the freight, it is foolish

6221 Gerhard & Co., Agents, at the following rates of freight: New York to Cabedello

Pernambuco Maceio Bahia Victoria Santos	18c per cubic foot, landed.

Rio de Janeiro, 18c per cubic foot, landed, plus an additional charge of $1.80 per 40 cubic
6222 feet Said amount of $1.80 to be returned to shippers provided the steamers are able to discharge direct at the new piers in Rio de Janeiro, and a certificate showing that delivery has been so made at such piers be presented by shipers.

Shipments by the German and Prince Lines to be net, without primage, but shipments by the Lamport & Holt Line to be subject to ten per cent primage.

6223 Shipments to be subject to all conditions of the carrying line's regular bill of lading.

Shippers to have the option of shipping by other lines to the ports of Cabedello, Maceio and Victoria should none of the above-mentioned lines have a departure in position to meet the requirements of the shippers.

Shipers reserve the option of declaring quantities for each steamer, and the ports of destination to be named before shipment.

The Steamship Lines undertake to reserve space for all shipments declared within Twenty (20) days of the ad-
6224 vertised sailing date.

This contract to run from January 1, 1911 to December 31, 1911, and continuously thereafter, subject to Ninety (90) days' notice of withdrawal by either party, but said notice not to be given before September 30, 1911, with the exception of shipments for Bahia, to which port notice of withdrawal or amendment may be effective after Thirty (30) days' notice, given at any time.

FUNCH, EDYE & Co.,
per C. H. Betts,

Agents for Hamburg-South American S.S. Co. 6225
and Hamburg-American Line, Joint Service.

G. I. HUGHES.

Traffic Manager for Singer Manufacturing Co.

Petitioner's Exhibit 162—Daniels 322

Under the authority from the principals to vary case oil rates up and down, with a minimum of 16c. it was decided that to carry out this policy it would be desirable 6226
to put the engagements for case oil for all the lines periodically into the hands of one of the agents for thirty days, and under this decision, Messrs. Funch, Edye & Co. were appointed to act for the period from August 24th, until Sept. 24th.

Messrs. Funch, Edye & Co. report that under the above arrangement they have booked

For ss "*Bryon,*" Sept. 5 7000 cases for Rio & Santos.
at 18c, and
200 cases for Rio, at 20c.

For ss "*Corsican Prince,*" Sept. 10, 5000 cases for Santos, 6227
at 18c

For ss "*Corrientes,*" Sept. 25, 3000 cases for Santos,
at 20s

For ss "*Siegmund,*" Oct. 25, 5000 cases for Maceio, at 17c.

The results so far obtained encouraged Messrs. Funch, Edye & Co. to state that the new policy will prove satisfactory to the Lines, as it will bring higher rates, and will also secure a larger share of the case oil shipments and which the rigid rate formerly demanded made impossible.

6228

Petitioner's Exhibit 163—Daniels 322

Aug. 19, 1908.

BRACONFER,

London.

We are considering advance case oil 20c but vary rate up or down maintaining 16c minimum as this may at the same time benefit Lloyd's would would like your approval.

Aug. 24, 1908.

6229 Braconfer,

New York.

Case oil we approve of the suggestion.

Petitioner's Exhibit 164.—Daniels 324.

It is resolved that all contracts excepting bookings for specific sailings shall be handled by each of the Agents in regular turn. In such instances, where one of the Agents appears specially suited to handle an inquiry, such Agent shall be nominated, alth' not in turn provided the other 2
6230 Agents so agree. Case oil engagements to be handled in turn by each Agent for the period of one month as at present.

Petitioner's Exhibit 164a.—Daniels 326.

Referring to paragraph 149—

The Lamport & Holt Line record

Whereas the general policy of a fair division of the pool part trade is recognized as desirable it is found inexpedient to make hard and fast rules—they withdraw from the
6231 paragraph.

Petitioner's Exhibit 164b.—Daniels 328.

Case Oil Bookings. It is agreed that the old system of each agent working case oil for their outgoing steamers, after consultation and agreement as to rate with the other agents, be resumed. Negotiations for contracts for future boats to be conducted by any agent receiving the enquiry, after agreement as to rates and conditions.

Petitioner's Exhibit 165.—Daniels 346.

6232 Memorandum of Freight Contract made this.....
of.....between.....Agents for
the.....of the first part, &
.....shippers of the second
part,

Party of the first part to also have privilege of naming steamers of the.....(other Conference Lines) Lines to be named. Shipments by the Prince Line and Hamburg Lines to go forward at net rates, on shipments by the Lamport & Holt Line 10% primage to be added.

Petitioner's Exhibit 166.—Daniels 348. 6233

L. & H. Line agents are informed by their lawyers that three signatures may be construed as illegal.

Petitioner's Exhibit 167.—Daniels 348.

Per "CELTIC" 11th Feb. 1909.

MESSRS. LAMPORT & HOLT,

Liverpool,

DEAR SIRS:— *South American Trades.* 6234

Confirming our last letter under this heading,

SOUTH AMERICAN TRADES.

We shall probably the first of the week be offering the "*Gunther*" freight on condition that she sails promptly, failing which we shall probably make further shipments in the "*Cavour.*"

The situation is presented by the tendering of other room by the conference, even if it has been done only conditionally, confuses the pool position and we shall be 6235 interested to hear how you view the present situation.

Three Line Signatures. You will note in the present minutes the contract recorded by Messrs. Gerhard & Co., in which they practically sign as the Agent of each of the Lines individually. It is needless to say that we have given them no such authority.

We have suggested the old form of contract made in the individual line's name, with the privilege of shipping on the other lines. This is a one signature contract and in our opinion legal. It is the form always used in the 6236 past. Funch, Edye & Co. and the Prince Line object to the same only on the ground that if the syndicate breaks up, etc. the parties holding such a contract will be in a preferable position. On the other hand, you will note minute 287 in which we officially record our lawyer's opinion relative to the three lines' signature, which will rather embarrass any action by our colleagues, unless they can secure legal opinion to the contrary.

6237 **Petitioner's Exhibit 168.—Daniels 355.**

NEW YORK, February 1, 1909.

MEMORANDUM OF FREIGHT CONTRACT made this 1st day of February 1909, between Paul F. Gerhard & Co., on behalf of the Prince Line Limited; Hamburg-South American S. S. Co, and Hamburg-American Line, (Joint Service), of the first part, and The Parsons Trading Company of New York, of the second part, witnesseth as follows:—

Shippers agree to forward all such shipments of News Printing Paper and Pulp Board, as they control, hence to
6238 Bahia, Rio de Janeiro and Santos during the next twelve months, commencing today, (the total quantity not to be less than 500 tons nor more than 1,500 tons) by the steamers of the above named lines, at the option of the shipper, at the following rates of freight:—

To Bahia.....$6.20 } All per ton of 40
To Rio de Janeiro & Santos... 5.00 } cubic feet, landed.

Shipments by the Prince Line and Hamburg Lines to go forward at net rates, on shipments by the Lamport & Holt Line, 10% primage to be added.

6239 All freight prepaid on signing of Bills of Lading.

Shippers to have the privilege of naming steamers to carry cargo under this contract subject to confirmation of loading agents as to quantity.

This Contract in all respects to be subject to the carrying steamship line form of Bills of Lading.

This contract to be continued after February 1st, 1910, subject to sixty days (60) notice of withdrawal to be given by either party, but such notice not to be given prior to the 1st December, 1909.

6240 (S) PAUL F. GERHARD & Co., Agents.

On behalf of:—Prince Line, Limited.
Hamburg-South American S.S. Co. and Hamburg-American Line, Joint Service.
Lamport & Holt Line.

We confirm and agree to the above.
PARSONS TRADING CO.
(S) Wm. J. Siebert.

Signed in duplicate.

Petitioner's Exhibit 169.—Daniels 357. 6241

NEW YORK, December 5, 1908.

MEMORANDUM OF FREIGHT CONTRACT made this 5th day of December, 1908, between Messrs. Funch, Edye & Co., on behalf of the HAMBURG-SOUTH AMERICAN S. S. Co. and HAMBURG-AMERICAN LINE, JOINT SERVICE, THE PRINCE LINE, LIMITED and THE LAMPORT & HOLT LINE, New York to Brazil, and the UNION CARBIDE SALES CO., for all shipments of Calcium Carbide controlled by the Union Carbide Sales Co., during the year 1909, to the following ports, and at the following rates: 6242

Cabedello	17½c	per	cu. ft.
Pernambuco	17½c	"	"
Maceio	17½c	"	"
Bahia	17½c	"	"
Rio de Janeiro	17½c	"	"
Santos	17½c	"	"

IT IS UNDERSTOOD AND MUTUALLY AGREED that all shipments are to be made in approved insurance drums, and are to go forward on the above lines of steamers, as arranged 6243 with Messrs. Funch, Edye & Co., to be stowed under deck, and that opportunity for shipments of Carbide of Calcium will be afforded on all steamers (Lamport & Holt Line, until further notice, excepted) to the extent of the trade requirements of the Union Carbide Sales Co., who agree to give as much notice as possible of their probable requirements, but in any case not less than ten days' notice. IT IS MUTUALLY UNDERSTOOD AND AGREED that if at any time Messrs. Funch, Edye & Co., or their associates, as named above, should not have a vessel in position to meet the 6244 trade requirements of the Union Carbide Sales Co., then the Union Carbide Sales Co. are to have the privilege of making shipments by other lines, after consulting with Messrs. Funch Edye & Co.

The above rates are subject to the f.f.a. clause, with the exception of Santos.

IT IS FURTHER UNDERSTOOD that the Union Carbide Sales Co. will designate the brokers whom they wish to employ from time to time, and it is also understood that in the event of the lines paying brokerage generally during the

6245 period of this contract, they will allow a brokerage during such period to the brokers designated by the Union Carbide Sales Co.

FUNCH, EDYE & Co., Agents,
per C. H. Betts.

On behalf of: Hamburg-South American S.S. Co. and Hamburg-American Line, Joint Service.
Lamport & Holt Line.
Prince Line, Limited.

6246

We confirm and agree to the above.
UNION CARBIDE SALES COMPANY,
By C. T. Ayres,
Secretary.

Signed in duplicate.

Petitioner's Exhibit 170.—Daniels 358.

CASE OIL BOOKINGS. Funch, Edye & Co. with the authority of the majority report that they have made a con-
6247 tract with Thomsen & Co. for 5/10,000 cases of kerosene per month during the months of January, February and March, to Pernambuco, at 14c f. f. a. per case, quantity at shippers' option, to be declared on the 1st of each month, two steamers per month to be tendered for this contract. Should the rate of freight on kerosene to Pernambuco be reduced on any of the Conference steamers, the rate on this contract to be reduced correspondingly for the month in which such reduction takes place. Shippers to have the option of renewing the contract for another three months
6248 upon giving notice not later than March 20th.

Also the following bookings:

ss. "*Byron*," January 5th, 1500 cases, Bahia, 15c f. f. a.
ss. "*Corrientes*," January 9th, 1500 cases, Bahia, 15c ffa.
ss. "*Corrientes*," January 9th, 1100 cases, Cabedello, 14c f.f.a.
ss. "*Grecian Prince*," January 23rd, 6000 cases, Bahia, 14c f. f. a.

Messrs. Paul F. Gerhard & Co. will handle kerosene oil bookings during the month of January.

6249

Petitioner's Exhibit 171.—Daniels 359.

PRINCE LINE reports contract for account of the three lines with Messrs. G. Amsinck & Co. for shipments hence to Pernambuco, of 5/8,000 cases Kerosene monthly, during the months of July, August, September, October, November, and December next, at 14c per case, f/f/a.

Quantity at Shipper's option, to be declared on the 1st of each month. The lines to furnish room in two steamers during each month, and to advise Shippers in writing not later than the 27th of each month, the names of the steamers and dates of sailings. 6250

Should the rate of freight on Kerosene to Pernambuco be reduced on any steamer of the Conference Lines, the rate of this contract is to be correspondingly reduced for the month in which such reduction takes place.

In case the Standard Oil Co. should stop selling oil for Brazil, the contract to be considered void, as far as the unfilled part is concerned.

Petitioner's Exhibit 172.—Daniels 363. 6251

November 17, 1909.

MEMORANDUM OF AGREEMENT made this 17th day of November, 1909, between the HAMBURG-SOUTH AMERICAN STEAMSHIP CO. & HAMBURG-AMERICAN LINE, JOINT SERVICE, FUNCH, EDYE & CO., Agents, for account of themselves, and for acount of THE PRINCE LINE, LIMITED, Paul F. Gerhard & Co., Agents, and for account of the LAMPORT & HOLT LINE, BUSK & DANIELS, Agents, and THE UNION CARBIDE SALES CO., Shippers, for all shipments of Carbide controlled by the Union Carbide Sales Co., during the year 6252
1910, to the following ports and at the following rates,

Cabedello,	17c	per cu. ft.
Pernambuco,	15c	do
Maceio,	17c	"
Bahia,	15c	"
Rio de Janeiro,	15c	"
Santos,	15c	"
Victoria,	20c	"

All subject to the F. F. A. clause, with the exception of

6253 Santos, to which port the rate is "Landed."

IT IS UNDERSTOOD AND MUTUALLY AGREED that all shipments are to be made in approved insurance drums, and are to go forward on the steamers of the above Lines as arranged with Messrs. Funch, Edye & Co., and to be stowed under deck, and that opportunities for shipments of Carbide of Calcium will be afforded by the said Lines (Lamport & Holt Line, until further notice, excepted) to the extent of the trade requirements of the Union Carbide Sales Co., who agree to give as much notice as possible of
6254 their probable requirements? Lamport & Holt Line have option of charging 10% primage on any shipments they may agree to carry.

IT IS MUTUALLY AGREED that if at any time Messrs. Funch, Edye & Co., or the Lines as named above, should not have a vessel in position to meet the trade requirements of the Union Carbide Sales Co., then the latter can ship by other Lines, at their discretion, without prejudice to this agreement.

THIS AGREEMENT in all respects to be subject to the carrying Line's form of bill of lading.
6255

THIS AGREEMENT to be continued after the 31st of December, 1910, subject to ninety days' notice of withdrawal to be given by any of the parties mentioned in this agreement, severally or conjointly, but said notice not to be given prior to the 1st of October, 1910.

FUNCH, EDYE & CO.,
per
Agents, Hamburg-South American Steamship Co.,
and Hamburg-American Line, Joint Service.

6256

Petitioner's Exhibit 173.—Daniels 363.

FUNCH, EDYE & CO.,

STEAMSHIP AGENTS & SHIP BROKERS,

MARITIME BUILDING,

8-10 Bridge Street.

NEW YORK, November 12, 1909.

This Agreement, made this 12th day of November, 1909, between the HAMBURG-SOUTH AMERICAN STEAMSHIP Co. and

HAMBURG-AMERICAN LINE, JOINT SERVICE, Funch, Edye & 6257
Co., agents, for account of themselves, and for account of the PRINCE LINE, LTD., Paul F. Gerhard & Co., AGENTS, and for account of the LAMPORT & HOLT LINE, Busk & Daniels, Agents, and the Singer Manufacturing Co., Shippers.

It is agreed that all shipments of the Singer Mfg. Co. from New York for Cabedello, Pernambuco, Maceio, Bahia and Victoria and Natal from January 1, 1910, to December 31, 1910, will be shipped by the steamers of the above-mentioned Lines, at the rate of Sixteen (16c) cents net per cubic foot by the German and Prince Lines, and Sixteen 6258
(16c) with Lamport & Holt Line option of charging 105 primage on any shipments by their line.

The said Lines expect to have a service of not less than two steamers per month for Pernambuco of three steamers per month for Bahia, and of about one steamer per month for Maceio and Cabedello, and for Victoria, when sufficient cargo offers, but for Victoria, shippers have the option of shipping by other lines should they have shipments for which the above-mentioned three Lines have no suitable 6259
departure.

Shippers reserve the option of declaring quantities for each steamer, and port of destination to be named before shipment. Ample notice of shipment to be given.

This agreement in all respects to be subject to the carrying Line's form of bill of lading.

This agreement to be continued after the 31st of December, 1910, subject to ninety days' notice of withdrawal, to be given by any of the parties mentioned in this agreement, severally or conjointly, but said notice not to be 6260
given prior to the 1st of October, 1910.

A Brokerage of 1¼% to be paid to Black & Geddes for attending to the shipments under this Agreement for German and Prince Lines, but the payment of brokerage on shipments by Lamport & Holt Lines to be optional with that Line.

FUNCH, EDYE & CO.,
Per C. H. BETTS.

6261 Agents, HAMBURG-SOUTH AMERICAN S.S. Co. and HAMBURG-AMERICAN LINE, JOINT SERVICE.
Accepted. G. M. HUGHES.

Petitioner's Exhibit 173a.—Daniels 366.

NEW YORK, January 26, 1910.

6262 Prince Line report bookings for future shipments as follows:

With the Barber Asphalt Paving Co., for all their shipments of Asphalt and Residuum, under their control, hence to Rio de Janeiro, during the current month and the three following months, and to run thereafter subject to 30 days' notice of withdrawal on the part of either party, but such notice not to given before April 1st, 1910, viz:

By Prince Line and Hamburg-South American Line S.
6263 S. Co., and Hamburg-American Line (joint service)
$5.00 net per 2240 lbs. F. F. A.

By Lamport & Holt Line:—
$5.00 and 10% per 2240 lbs. F. F. A.

With Messrs. Guinle Co., as per letters herewith.

Petitioner's Exhibit 174.—Daniels 367.

JANUARY 21, 1910.

6264 MESSRS. GUINLE & Co.,

New York City.

DEAR SIR:—

We hereby beg to confirm freight agreement made with you by us, acting for the Prince Line, Lamport & Holt Line and Hamburg-South American Steamship Co. & Hamburg-American Line (Joint Service) This agreement to cover the transportation of your entire shipments of lawful merchandise from New York to ports in Brazil named below, on the following terms:

For Pernambuco, Rio de Janeiro and Santos. 6265

Electrical & other Machinery		
Electrical Fittings	LANDED.	
Transmission Towers (Structural Material)	$7.00 P. ton (Wt. or Meast) (Str's option)	
Curved Plates	6.00 " " " " "	
Car Material	6.00 " " " " "	
Paint & Varnish	7.50 " " " " "	
Copper Wire	7.50 " " " " "	6266
Lubricating Oil	15c p. cu. ft.	

Above rates apply to pieces not exceeding 2 tons.

Pieces in excess of 2 tons to pay tariff rates for heavy lifts, less (10%) ten per cent.

Locomotives up to 10 tons.....18c per cu. ft. F.F.A.

Bahia to pay above rates F.F.A., or $1.80 per ton additional if landed.

No F. F. A. Bill of Lading to be signed for less than 40 tons. 6267

Rio Grande do Sul: To pay 25% over the Contract Rio de Janeiro landed rates; all F. F. A.

Porto Alegre. To pay $4.00 per ton weight or measurement (ships' option) over Rio Grande do Sul rates: all landed.

Freight to be prepaid against delivery of bills of lading and not subject to any return whatsoever.

F. F. A. cargo to bear the usual signed clause in Bills of Lading.

Shipments by Prince Line and Hamburg Lines to be without primage. 6268

L. & H. Line to have option of charging 10% primage in addition to the above rates.

The steamship lines agree to provide space on receipt of ample notice of your requirements by steamers of the Prince Line, Lamport & Holt Line, & Hamburg-South American S.S. Co., and Hamburg-American Line (Joint Service).

Pieces too large to go below deck, to go on deck at shippers' risk.

6269 It is further agreed that no single piece shall be tendered under this contract exceeding steamers' or ports' handling facilities.

Shipments subject to all conditions of Companies' regular Bills of Lading.

This contract to run during the current month and the three following months, and to run thereafter, subject to 30 days notice of withdrawal on the part of either party, but such notice not to be given before April 1st, 1910.

We hand you this letter in duplicate, kindly return one
6270 copy duly approved.

Very sincerely yours,

(S) PAUL F. GERHARD & Co.
Agents.

ACCEPTED
Guinle & Co. Jan. 21st, 1910.

Petitioner's Exhibit 175.—Daniels 367.

NEW YORK, January 17, 1910.

6271 COPY. (Written in pencil.) Prince Lines Report the following contract with the Parsons Trading Co.

THE PARSONS TRADING CO.,
20 Vesey Street,
New York City.

GENTLEMEN:—

Referring to contract dated February 1st 1909, made with your goodselves, the same is hereby renewed for the
6272 year 1910, and to continue thereafter, subject to 60 days notice of withdrawal to be given by either party but such notice not to be given prior to the 1st of November 1910.

Kindly confirm, and oblige,

Yours faithfully,

(S) PAUL F. GERHARD & Co.
Agents.

APPROVED.
PARSONS TRADING CO.,
(S) Wm. J. Siebert,
Traffic Manager.

Petitioner's Exhibit 176.—Daniels 368. 6273

COPY.

9th February, 1910.

J. A. FARRELL, Esq.,
United States Steel Products Export Co.,
Hudson Terminal Building,
New York City.

Dear Sir:—

6274 We hereby have the pleasure of confirming the working agreement with your Company on behalf of the Lamport & Holt Line, Prince Line and Hamburg-South American S. S. Co.—Hamburg-American Line Joint Service to cover the transportation of your entire shipments from the United States to the port of Brazil named herewith, on the following terms and conditions:

Wire (Barb and Plain), Nails, Bars, Plates, Structural Steel, Steel Sheets:

Natal, Cabedello, Pernambuco and Maceio	$4.00	6275
Bahia	4.80	
Victoria (by direct steamer)	4.50	
Rio de Janeiro	3.60	
Santos	4.20	
Paranagua, Desterro, Santa Catalina and Rio Grande do Sul	7.20	
Pelotas	8.50	
Porto Alegre	9.70	

All rates "F.F.A." excepting Santos, Pelotas and Porto Alegre, where the rates are "landed." 6276

Rails in cargo lots at charter rates. Berth Steamers to have the privilege of lifting at charter rates at their option. Parcels: rates to be agreed.

Pipe, Tin Plates and other articles: rates also to be agreed.

All freight prepaid.

Single pieces over two (2) tons weight or thirty (30) feet in length to pay extra as may be arranged.

Rates good for shipments three (3) months ahead; longer periods to be by special agreement.

6277 Rates subject to change without notice.

Rates from New York not to be higher than rates from England or Northern Continental ports by conference Lines for same articles.

A basis of guaranteed protection to be mutually agreed.

This agreement to run continuously, subject to withdrawal by either party on thirty (30) days' notice.

Yours faithfully,

LORENZO DANIELS,
Agt.

6278

Petitioner's Exhibit 177.—Daniels 368.

COPY.

NEW YORK, August, 26th, 1910.

MEMORANDUM OF AGREEMENT Between the Lamport & Holt Line and Harlan & Hollingsworth Corporation, covering all the latter's shipments of their own merchandise or manufactures from the United States to the ports mentioned in Brazil, the Lamport & Holt Line providing ton-
6279 nage for the same, with the option of shipping by the steamers of the Prince and German Lines.

PERNAMBUCO, BAHIA, RIO DE JANEIRO AND SANTOS: CAR MATERIAL: $6.00 per ton weight or measurement, f.f.a., $8.00 landed. No single piece to exceed 5 tons in weight, f.f.a., or 3 tons, landed; or to be of dimensions too large for the steamers or port facilities to handle; steamers' option of putting large pieces on deck.

MERCHANDISE OTHER THAN CAR MATERIAL: to pay the same rates, except that no piece is to exceed 30-ft in length
6280 or 2 tons in weight—pieces in excess of this a special rate to be made.

SOUTH BRAZIL PORTS AND INCLUDING RIO GRANDE DO SUL: 25% over the Rio de Janeiro landed rates—all f.f.a.

PORTO ALEGRE

$4.00 per ton weight or measurement, over Rio Grande do Sul rate—all landed.

F. F. A. cargo to bear the usual clause on bills of lading. Shipments by the Prince and German Lines to be without

primage; Lamport & Holt Line to have the option of charging 10% primage in addition to the above rates. Shipments subject to all the conditions of the company's regular bill of lading. 6281

This contract to run for the balance of the present year and thereafter, subject to 30 days' notice of withdrawal on the part of either party, but such notice not to be given before the 1st of January, 1911.

HARLAN & HOLLINGWORTH CORP. LAMPORT & HOLT LINE,
Persifor Frazer, Vice Pres. Busk & Daniels, Agents.

6282

Petitioner's Exhibit 178.—Daniels 369.

NEW YORK, Nov. 9th, 1910.

Prince Line report contract with The Barber Asphalt Paving Company, as agent for Carlos A. de Miranda Jordao, of Rio de Janeiro, for all shipments of Asphalt and Residuum (in customary barrels), under their control from New York to Rio de Janeiro, during the next three months, and contract to continue thereafter subject to 30 days notice by either party, on the following terms.

6283

By steamers of the Prince Line and Hamburg S. A. S. S. Co., and Hamburg American Line..... $5.50 net.

By steamers of the Lamport & Holt Line.....$5.50 and 10% primage all per ton of 2240 lbs. Gross weight, all prepaid on signing of Bills of Lading and free from alongside.

Petitioner's Exhibit 178a.—Daniels 370.

NEW YORK, November 23rd, 1910. 6284

Prince Line report contract for account of the three Lines, with the Parsons Trading Co., for all their shipments of News Printing Paper and Pulp Board under their control to Bahia, Rio de Janeiro and Santos, during the months of January, February, March, April and May next, at the following rates.

To Bahia.....$7.20 } All per ton of 40
To Rio de Janeiro & Santos. 6.00 } cu. ft. landed.

Shipments by the Prince Line and Hamburg Lines without primage.

6285 Shipments by the Lamport & Holt Line 10% primage to be added.

Petitioner's Exhibit 179.—Daniels 371.

COPY.

October 11th, 1912.

David T. Warden, Esq.

Agent Standard Oil Co., of Brazil.

26 Broadway, New York City.

Dear Sir:—

6286 We now have the pleasure of confirming, on behalf of the Hamburg-South American S.S. Co. and the Hamburg-American Line, Joint Service, of which we are the agents, the Prince Line, Messrs. Paul F. Gerhard & Co., Agents and the Lamport & Holt Line, Messrs. Busk & Daniels, agents, our undertaking to transport for you a quantity of 600,000 to 800,000 cases of kerosene (quantity at your option), from alongside the steamers of the Lines at their regular loading berths at New York, to the following ports in Brazil, namely:

6287 Pernambuco, Bahia, Rio de Janeiro and Santos, during the year 1913.

Rate of freight to be thirty (30c) cents net per case f.f.a. to Pernambuco, Bahia, and Rio de Janeiro, and thirty (30c) cents per case Landed to Santos. Freight to be prepaid from New York on signing bills of lading as customary.

The usual f.f.a. clause to be stamped on bills of lading and signed by you.

It is agreed that the shipments are to be made in about
6288 equal monthly quantities and to be about equally divided monthly between the four ports mentioned.

It is further agreed that you will declare the quantities to be shipped and the ports of destination by the first of the month preceding the month of shipment.

You further agree to deliver to the various steamers at the rate of not less than five thousand (5000) case per day, Sundays & Holidays excepted, on at least one week's notice of the steamers readiness to load.

Shipments to be subject to all the terms and conditions of the carrying Line's regular bill of lading.

Yours very truly, 6289
(SIGNED) FUNCH, EDYE & Co.,
per C. H. Betts.
Agents, Hamburg-South American S.S. Co., and
Hamburg-American Line, Joint Service.
(SIGNED) PAUL F. GERHARD & Co.
Agents, THE PRINCE LINE, LTD.
(SIGNED) BUSK & DANIELS,
Agents, Lamport & Holt Line.
(SIGNED) DAVID T. WARDEN.
Agents of Standard Oil Co., of Brazil. 6290

It is further agreed that you are to have the privilege of shipping to Maceio at the rate of thirty (30c) cents net per case f.f.a. any quantity up to 15,000 cases Refined Oil whenever there is a steamer making Maceio a port of call. Such option is to be declared by the first of the previous month in which shipment is desired or on receipt of advices from us that a steamer has been declared to load for Maceio.

6291

Petitioner's Exhibit 140.—Daniels 394.

Per s.s. "ETRURIA."

LIVERPOOL, 13th March, 1908.

MESSRS. BUSK & JEVONS,

New York.

DEAR SIRS,

GENERAL.

6292

Since last writing to you on the 7th instant we have received your letters of the 24th and 28th ultimo and 2nd, 3rd, 5th and 6th instant. We enclose copies of cables exchanged with you. We are obliged for your remittances for *£397* and *£1500*.

Steamers' movements. We note arrival of *"Titian"* and *"Virgil,"* and are sorry to see the long passage made by the latter steamer. We have telegraphed you the sailings of *"Tennyson"* from Victoria 6th, *"Verdi"* from Monte Video 11th, and *"Calderon"* and *"Chaucer"* from

6293 Barbados 11th, also of the "*Velasquez*" from Rio 10th on her way South.

We have asked you to reserve Cabin "B" in the "*Verdi.*" This is for Mr. Perkins, of our Rio office, who is going home by way of New York and will accompany the writer when he goes out next month. The berths L & K in the same steamer, which we asked you to reserve awhile ago, are for Mr. M. Michaelson and Mr. Dorr who are particular friends of ours.

Stowage of "V" steamers. This is a matter which the
6294 writer will take up personally with you when in New York next month.

Brazil and River Plate tariffs. We prefer at present not to put you in possession of these, as we do not see what use they can be to you. We want to get the very highest rates from New York irrespective of conditions ruling elsewhere. As we have often said, there is no reason why the American rates should not be on a very much higher level than those from Europe seeing the extra cost of working and the lack of return cargoes.

6295 "*Tennyson.*" It came as a great shock to us to find that you had not made up this steamer's bunker coal to a sufficient quantity for the round voyage. Your not having done so shows a great lack of thoughtfulness, as, with the steamer going out with half a cargo, it must have been patent to you, if you had given the slightest attention to the matter, how great an advantage there is in buying coals in New York instead of abroad.

"*Bellendin*"—*arrived Monte Video 3rd Feb.* We hear from Buenos Ayres that the note of cargo for their port sent by you gave a total of *1,561 tons*, but on checking this
6296 from the Bills of Lading they found that the freight had been paid on:

56,407 cubic feet.	}
1,424,649 lbs.	}say, *2,326* tons altogether.
140,182 sup. ft. lumber	}

We ourselves make Messrs. Boadle's figures to be correct, and we await to hear from you how such an error has been made.

Syndicate Accounts. We will communicate with the other Lines in regard to these, and will reply later. In

the meantime we notice some inaccuracies. Charter Account 22, for example, has been made up almost entirely from incorrect pro-forma accounts. A Cash Account will be required dating from 30th April, 1906, and embodying balance then shown. 6297

Yours truly,

LAMPORT & HOLT.

Enclos.

Petitioner's Exhibit 180.—Daniels 396.

6298

"CARONIA" via Queenstown

LIVERPOOL, 30 September 1908.

Private

MESSRS. BUSK & JEVONS,

New York.

DEAR SIRS:—

COFFEE.

6299

We have been duly favored with your letter of 3rd instant enclosing copy of correspondence with Messrs. W. F. McLaughlin & Co. We have been having some little difficulty in Santos in getting the general body of shippers to acquiesce in our new rebate conditions as expressed in the circular of which you have a copy, but we are glad to be able to report that by making some slight concessions the agitation which had been raised has subsided and an understanding has been arrived at between the steamship Cos. and the coffee exporters. We think we cannot do better 6300 than send you for your guidance a copy of the Agreement, which you will notice modified in some respects the terms of the rebate circular. The principal point in this is that the rebates instead of being paid six months after the expiry of a rebate period and conditionally on continued support will now be paid within three months after the termination of such a period subject only to the conditions of the circular having been observed during that period. You will notice there are other conditions as regards rates of freight and the provision of tonnage, but you can per-

6301 haps avoid entering into these when discussing the matter further with Messrs. McLaughlin.

We would point out to you that these modifications only apply at present to shipments from Santos and that the conditions of the Rio rebate circular remain so far unchanged. You will notice that Messrs. McLaughlin, although we understood they had sent instructions to their Brazil representatives to confine their shipments to the conference lines, are not amongst the signatories to the amended Agreement: the same may be said of Messrs.
6302 Hard & Rand. Please understand that we do not wish you to discuss the question with the latter firm.

Yours truly,

LAMPORT & HOLT.

Encl.

With reference to the notice to Shippers dated 15 July, 1908 issued by

The Royal Mail Steam Packet Co.

Lamport & Holt.

6303 Hamburg Amerika Linie

Prince Line Ltd.

Norddeutscher Lloyd

Hamburg Sudamerikanische

Dampfschifffahrts Gesellschaft

the said lines herewith beg to notify shippers of the following amendment and additions to the terms stipulated in the above mentioned circular, viz:—

1. That the rebate due to shippers who have confined
6304 their total shipments of coffee to the Combined Lines during the twelve months ending 31st August be paid within three months after that date unconditionally.

2. That no exporter be allowed more favorable conditions than another.

3. That the freight to Europe never be more than 5/- & 5% primage above the bona fide charter rate with a minimum rate of 20/- & 5% primage.

4. That the rate to the United States shall never be more than 10c. & 5% primage above bona fide charter rate with a minimum rate of 30c & 5% primage: that, however;

the present rate to the United States of 25c & 5% primage will be maintained during the continuance of the Lloyd Brazileiro's berth rate of 15c. 6305

5. In case the combined lines fail to supply the available tonnage required at the above rates of freight by their own or chartered steamers within a reasonable time, say 14 days from the date of request, or if their current rate be not in accordance with what is stipulated in clauses 3 & 4 of this Agreement, the exporters shall be at liberty to charter or ship in an outside vessel or vessels, or a part or parts thereof, without prejudice to their rights to rebate under this Agreement. In case of an exporter deciding to charter outside tonnage upon grounds that the rate of freight charged by the combined lines be at any particular time more than 5/- & 5% per ton and 10c & 5% per bag in excess of the rates of freight at which coffee could be shipped at the time in question by outside steamers, then the said exporters shall produce to the agents of the combined lines in Brazil, at the time of such outside chartering evidence as to the latter rate of freight. It is understood that the exporter will not offer directly or indirectly any chartered tonnage of his to other shippers at a lower rate of freight than his own charter rate. 6306 6307

6. The Combined Lines agree to give 14 days notice of any increase in the rate of freight and to supply tonnage required by exporters, at the lower rate at the time notice is given, to the extent of tonnage available by their ships loading within 14 days from the date of the notice.

7. All disputes arising upon Agreement shall be referred to Arbitration in London under the terms of the Arbitration Act 1889. In any such Arbitration all protests, certificates of brokers, survey's and other mercantile documents shall be admitted in evidence for what they are worth. 6308

By Authority of the Combined Lines,
E. Johnson & Co., Ltd. Agents of the Hamburg Sudamerikanische D. G. Theodore Wille & Co. Agents of the Hamburg Amerika Linie. Zerrener, Bulow & Co. Agents of the Norddeutscher Lloyd Bremen and Prince Line Ltd. George W. Ennor, Agent of the Royal Mail Steam Packet Co. F. S. Hamshire & Co. L. Agents of the Lamport & Holt line.

6309 APPROVED Signed: Krische & Co., Prado, Chaves & Co., Nossack & Co., Neuman, Gepp & Co. Ltd., Societe Financiere et Levy, Commerciale Franco-Bresilienne, George Rosenheim, Alvaro & Co., Roxo & Co., Barboza & Co. Baldwin & Co., R. Alves Toledo & Co., Michaelsen, Wright & Co., Schmidt & Trost, Holworthy, Ellis & Co.

Petitioner's Exhibit 40.—Daniels 399.

Per "Campania" 29th Feb. 1908.

6310 MESSRS. LAMPORT & HOLT,

Liverpool.

Dear Sirs:—

Arbuckle Brothers. These friends tell us that their transportation arrangements are open and that they have made no shipments on charters since the conference was organized. They have invited us to make them some proposal and we await to know whether you care to authorize
6311 us to do so. It appears to us that the present opportunity would be favorable to try to get these friends back again before they return to their old customs and get back into trim for handling their business by charters. We might mention that at their request we dropped into their office and found Mr. Sielcken there; on Government coffee matters, we presume. However, afterwards, we mentioned to Mr. Sielcken that we thought it would be desirable if the Lines could get the coffee business as a whole, in view of their having so much tonnage, and he was of the opinion
6312 that if we were going to try to include Messrs. Arbuckle Bros., probably now, when the change back to the Conference was going into effect, would be the better time to take the matter up. We await your instructions.

Brazil Tariff. We note that you wish us to maintain the advanced rates to Bahia as against Rio de Janeiro; and also to resume the charge for primage. This latter we have passed on to the other Lines and believe they are cabling we have not yet agreed.

This also reminds us of a difficulty we are having with the other Lines in getting them to agree to our making

any contracts. They want us to stipulate that the shippers shall divide their shipments equally between the Lines. On our part we contend that there is an agreement between the Lines already based on the tariff and the contracts should be made presumably on the same basis as agreed upon by the Principals; and that we should make contracts as we did in the past for account of the three Lines, giving the shippers the privilege of shipping by whatever sailings suited their business the best. This matter is also at a deadlock at the moment. 6313

We shall, of course, get the first call on all the better freight in the market, which, if the steamers are loaded for their own account, even for a short time, is naturally not what the other Lines would wish. We do not, however, propose to give up this advantage until you give us further instructions. We could also practically make the larger portion of the contracts in the trade, but we found in the past it was better policy to apparently divide these up for the sake of harmony. We again await your instructions on the points involved. 6314

6315

We are, Dear Sirs, Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 184.—Daniels 402.

New York, May 4, 1909.

MESSRS. BUSK & DANIELS, General Agents,
The Lamport & Holt Lines,
301 Produce Exchange B'g, New York. 6316

Dear Sirs,

Our Rio de Janeiro firm, Messrs. Arbuckle & Co., write us as follows, under date of 1st April, 1909:

"In view of your cable that we were not to ship via New Orleans, we spoke to Messrs. Norton Megaw & Co's people about shipping by the Lamport & Holt Line. In the end we were informed by the Prince Line people, who form part of the Syndicate, that the Syndicate lines would

6317 only take our coffee providing we guaranteed to leave the Lloyd Brazileiro line entirely."

Will you kindly inform us whether that is your position in the matter? We tendered coffee for shipment on steamers having room to spare at the time and at the time of sailing, and at the current rate of freight. Do you take, or does the Syndicate take, the position that you will refuse our coffee under such circumstances?

Kindly let us have your full reply by bearer, as we wish to take the matter up with our Brazil House by tomor-
6318 row's steamer, and oblige,

Yours very truly,

H.M.H. (Signed) ARBUCKLE BROTHERS.

Petitioner's Exhibit 185.—Daniels 403.

COPY.

LAMPORT & HOLT LINE,

Brazil and River Plate Steamers.

6319

New York, 4th May, 1909.

MESSRS. ARBUCKLE BROTHERS,

Old Slip & Water Street,

Manhattan.

Dear Sirs:

We are in receipt of your letter of the 4th instant. We beg to say that the matter referred to is one that comes
6320 under the jurisdiction of Messrs. Norton, Megaw & Co., Ltd., Rio de Janeiro, and we have no knowledge of the facts involved.

We are,

Dear, Sirs,

Yours faithfully,

(Signed) BUSK & DANIELS.

Petitioner's Exhibit 88.—Daniels 404. 6321

Cable from B. & D. to NIFMORE—May 4, 1909.

Arbuckle & Co.	(Arbuckle Bros.)	ask	whether
you	will	accept	full
rates	such	coffee	as
they	wish	to	ship
conference	steamers	or	if
you	refuse	their	goods
entirely	we	recommend	
you	to	try	
to	avoid	complications	6322
unfriendly	immediate	reply	
most	important	enable	
us	to	reply	
ahead	Byron	mail	
outwards.			

Petitioner's Exhibit 89.—Daniels 406.

EXTRACT FROM B & D. TO NIFMORE
May 5, 1909. 6323

Arbuckle Bros.	agree	wait	for
a	few	days	before
acting	What	proposal	may
we	make	We	think
arbitrary	position	dangerous	
commercially	legally.		

Petitioner's Exhibit 87.—Daniels 407.

7th May, 1909. 6324

MESSRS. LAMPORT & HOLT,
Liverpool.

Dear Sirs,

ARBUCKLE BROS.

We confirm cables exchanged and have no answer from you to our cable of the 5th instant. We are in doubt as to whether you are intending to reply. We have not told Arbuckles fully as yet the contents of your cable of the 5th instant, fearing a hasty action on their part, as they ap-

6325 peared to be very angry. We asked them for a few days further consideration and they have agreed not to take any definite steps until they hear from us again. We were in hopes that you would let us make some proposal to them of some character that might be acceptable to the position of both parties. Messrs. Arbuckle would not allow themselves to be forced to an action contrary to their avowed wishes, but would use all their endeavors and strength the other way about; unfortunately this strength happens to be quite material and capable of accomplish-
6326 ing probably more than any other single house in the coffee business.

We do not think that you can ever openly make them bow to defeat; but that any measure of success must be taken through conciliatory channels. Furthermore, we thought it worth while to take up the legal side with Mr. Putnam, and Mr. Putnam is of the opinion that legal complications are possible, and that Messrs. Arbuckle could sue for damages—even triple damages—here, if the conference forced them to such a position. The Brazilian
6327 Law may also enter quite largely into the feature, but on this we are not conversant. In any case, we are still in hopes of hearing from you and being able to turn to advantage the present opportunity.

We are, Dear sirs,

Yours faithfully,

BUSK & JEVONS.

LD/ JS

6328 **Petitioner's Exhibit 91.—Daniels 412.**

13th May, 1909.

Cook,

Nifmore,

Liverpool.

Jamison (Arbuckle Brothers) says they will test common carrier and other issues both Brazil United States if necessary. They will do nothing hastily, however, and would prefer friendly relations with you.

DANIELS.

Petitioner's Exhibit 90.—Daniels 413. 6329

14th May, 1909.

Per "St. Paul"

MESSRS. LAMPORT & HOLT,
Liverpool.

Dear Sirs,

ARBUCKLE BROTHERS.

We beg to enclose a copy of the writer's telegram of last evening, addressed to Mr. Cook. There is practically 6330
nothing to add. Mr. Jamison in a general conversation said they could not permit themselves to accept a position of being discriminated against when they were willing to pay the full asking price of the general market. At the same time they more or less realized the fairness of the position both pro and con and intimated that a middle course would be more satisfactory to them than to resort to extreme measures to establish their wounded pride.

We are, Dear Sirs,

Yours faithfully, 6331

BUSK & JEVONS.

LD/JS

Petitioner's Exhibit 154.—Daniels 413.

via Queenstown

Liverpool, 18 May, 1909.

MESSRS. BUSK & DANIELS,
New York.

Dear Sirs, 6332

ARBUCKLE BROTHERS. We confirm the further cables exchanged, from which you will have understood that we do not wish you to approach these people with any proposals from our side other than an offer to put them on the same footing as all our other friends.

Yours truly

LAMPORT & HOLT.

6333 **Petitioner's Exhibit 92.—Daniels 414.**

May 25, 1909.

"COFFEE. Messrs. Arbuckle tell us that they propose to take steps immediately to force the conference steamers to take the cargo they tender to them. We have, however, pointed out to Mr. Jamison that to bring the Governments in in that manner would be a bit dangerous work, especially as his position at present is entirely a selfish one and his record in the past would materially prejudice
6334 his position. We have conveyed to him the pleasant tenor of your letter, hoping they would select to give the Lines their support, at the same time assuring them that whatever policy the Lines pursued was a general policy and without discrimination."

Petitioner's Exhibit 95.—Daniels 415.

COPY. 4th April, 1911.

Per "MAURETANIA."

6335 MESSRS. LAMPORT & HOLT,

Liverpool.

DEAR SIRS:—

ARBUCKLE BROS.

This firm has apparently made a complaint to the United States authorities relative to their coffee troubles at Rio de Janeiro, accusing the Lines with infringement of the Sherman Law. The writer has been subpoened and this afternoon has been before the United States Grand Jury
6336 for about an hour's questioning, but while giving them all the information we possessed and advising them that our instructions from your goodselves were to conform our business at this port strictly in accordance with the law to the best of our ability, we were not involved in the difficulties that were experienced operating the coffee bookings at Rio de Janeiro; and we again practically declined to be brought into the controversy.

Of course it is too early to know how the matter will end, whether it will be further pursued or what lines it may take, as the information and the action of the govern-

ment are always in a large measure secret. We are in 6337
hopes, however, that the matter is ended.

Yours faithfully,
(Signed) BUSK & DANIELS.

LD/JS.

Petitioner's Exhibit 58.—Daniels 420.

4th August, 1908.

Per LUSITANIA

MESSRS. LAMPORT & HOLT, 6338
Liverpool.

DEAR SIRS:—

SOUTH AMERICAN TRADES.
BRAZIL.

The second meeting of the conference was held this morning instead of Wednesday more with the idea of taking up the business of the Tramway Co. on which we have forwarded a conference cable tonight. These negotiations are passing through us and there is no question that the 6339
business of this firm is very valuable and both the German & Prince Lines are very disappointed to find that the negotiations have not gone through them. The Tramway Co. has been dealing with us now for over four years under a working arrangement and we feel confident that you would not approve of shutting them off without some notice, especially as they have so much business placed on which we presume they had anticipated there would be no change of rates of any moment. We are also in receipt of your cable to operate the minutes of the 11th June in full, 6340
including primage, which we are acting upon at once.

Lloyd Brazileiro. We understand their present steamer is full and that they are dealing freight and that their following steamer is practically full. The conference bookings are light, with no boat ahead showing more than 6/700 tons of actual cargo.

Mr. Paul F. Gerhard sailed on the *"Italian Prince"* last Saturday for an extended tour of South America in the interests of the Prince Line.

W. F. McLaughlin & Co. We are pleased to confirm

6341 our cable advising that we have closed with these friends for their shipments of coffee by the conference steamers. We had intimated that if they would commence their shipments on the 1st August, we could probably arrange that their rebates would commence at the same time. We note that you approve of this in the instance of Rio de Janeiro but from Santos you could not confer until the 1st September. Would it not be possible for their shipments from Santos to come under the present rebate system, say, to the extent of 10%.

6342

RIVER PLATE.

We enclose copy of the authority give to us by Messrs. Houston and Gerhard for the large enquiry of locomotives and cars. There is nothing especially otherwise new to report.

The Norton Line is advertising a steamer for the end of August, but it is not yet named. They are taking some business away from us at cheaper rates than we cared to quote. We are, Dear Sirs,

6343 Yours truly, BUSK & JEVONS.

P. S. The South Brazil Conference retain Mr. Goodwin and hold weekly meetings after we have retired from the Central Brazil Conference.

B & J

Petitioner's Exhibit 34.—Daniels 424.

April 8, 1907.

"S. S. Kaiser Wilhelm II"

6344 MESSRS. LAMPORT & HOLT

Liverpool.

JAMES KNOTT, Esq.,

Newcastle.

DEAR SIRS:

COFFEE

Supplementing our letter of last week under this heading and in view of the present agreement terminating on the

first of July, we have been giving the matter some thought 6345
with the object of again securing to the Lines the trade as a whole, including Messrs. Arbuckle and the few shippers that have broken away from us to support the boats of the Lloyd Brazileiro.

We suggest for your consideration adopting a fixed scale of rates per steamer according to quantities, that is, say a rate with primage for shipments up to 10,000 bags, a slight concession for shipments of 10,000 bags, a slight concession for shipments of 10,000 bags and over, and shipments of 20,000 bags and over via a single shipper on a single 6346
steamer to be by special agreement. The smaller lines to carry primage and be subject to present bonus conditions returning the primage for exclusive support, the net rates being of course free of circular rebates. On the other hand we would suggest the practice that is in vogue here among our large manufacturers of staple goods, that is, an extra bonus yearly from any one account that has been paid during the year say $50,000 and up in freight 1%, $100,000 and up 1½% and $200,000 and up 2½%. By this basis of organization you would be practically independent of any 6347
agreements, your bonus circular should hold all of the small traders, and the large traders you would be independent to trade with them or not as you liked. At the end of the year the three large concerns could qualify for the 2½% bonus, especially if you count New York and New Orleans together. The smaller people would hardly be able to qualify above the 1%, but this we think in itself would be a small hold and would earn itself several times over. The main point would be that while holding the small paying trade, you would be independent to treat with the large people at competitive rates until you might 6348
see a way to get them all into a more favorable agreement and eliminate the present opposition. We think that both Crossman and Arbuckle would agree to work on the above basis, and that we could sooner or later practically control their entire shipment.

We should be glad if you care to have us work with these friends here, either somewhat on the above lines or under any instructions that you may give us.

We are, dear sirs,

Yours faithfully,

6349 **Petitioner's Exhibit 181.—Daniels 427.**

Copy.

Payments made to Hard & Rand by Busk & Daniels under instructions from Messrs. Lamport & Holt, Ltd., Liverpool.

1908	9th September	$ 7,263.46
1909	No payments made during this year	
1910	8th January	13,657.18
	5th March	47.25
	28th March	8.30
6350	27th December	12,481.48
1911	No payments made during this year	
1912	18th April	6,166.57

Petitioner's Exhibit 187.—Daniels 427.

Cable from Lamport & Holt, Liverpool, 9th September, 1908.

1/5) Pay Hard & Rand Coffee rebates $7263.46. Draw upon us at 60 days sight.

6351

Petitioner's Exhibit 188.—Daniels 427.

Extract from letter from Lamport & Holt, Liverpool, dated 11th September, 1908.

COFFEE REBATES. We confirm our telegram, asking you to pay Messrs. Hard & Rand the sum of $7,263.46, drawing upon us for the amount at 60 days sight. This payment settles the rebates on coffee due to this firm from us for the crop season ended 30 June last.

6352

Petitioner's Exhibit 189.—Daniels 427.

Cable from Lamport & Holt, Liverpool, to Busk & Daniels, New York dated 7th January, 1910.

Please pay rebates to Hard & Rand amounting to $13,657.18.

Petitioner's Exhibit 190.—Daniels 427.

Cable received from Lamport & Holt, Liverpool, by Busk & Daniels, New York, under date of the 23rd December, 1910.

Coffee rates pay Hard & Rand $12,481.48. 6353

Petitioner's Exhibit 191.—Daniels 427.

Extract of a letter from Lamport & Holt, Liverpool to Busk & Daniels, New York, under date of the 24th December, 1910.

HARD & RAND. We confirm our telegram asking you to pay them to our debit $12,481.48, being coffee rebates due to them. 6354

Petitioner's Exhibit 192.—Daniels 427.

Extract from letter from Messrs. Lamport & Holt, Ltd., Liverpool, to Busk & Daniels, New York, dated 20th April, 1912.

COFFEE. We confirm cablegram asking you to pay Messrs. Hard & Rand $6,166.57 (at 4.87½ — £1265. 18. 3), being rebates on their Rio and Victoria shipments by our steamers for the year ended 31st August last. 6355

Cable received from Lamport & Holt, Ltd., Liverpool, 18th Apr. 12.

1/6) Pay Hard & Rand $6166.57 coffee rebates up to 31st August, last year.

Petitioner's Exhibit 193.—Daniels 427.

Extract from a letter from Lamport & Holt, Liverpool, dated 8th January, 1910.

COFFEE REBATES. We confirm our telegram asking you to 6356
pay Messrs. Hard & Rand to our debit the sum of $13,-657.18. We have written direct to these friends on the subject by the present mail, as there is a difference between the amount they claim and that which we have asked you to pay them.

We are today cabling you to pay Messrs. Hard & Rand out of steamers' freights instead of drawing upon us at 60 days sight, as you usually do. We think that this method will pay us better just now while the rate of exchange is at its present level.

6357

Petitioner's Exhibit 194.—Daniels 427.

Copy of a letter from Lamport & Holt, Ltd., Liverpool to Busk & Daniels, New York, under date of the 22nd February, 1910.

MESSRS. BUSK & DANIELS,

New York.

Dear Sirs:—

6358 We have advised Messrs. Hard & Rand of your city by this mail that you will pay them $47.25, being 10% rebate on freight on 1800 bags coffee for which bills of lading were signed by the "*Rossetti*" in November 1908 at Rio de Janeiro, but the lighter which brought them alongside sank before the coffee was shipped.

We shall be obliged if you will kindly pay them the above amount and debit us in general account.

Yours truly,

(SD) LAMPORT & HOLT.

6359

Petitioner's Exhibit 195.—Daniels 427.

Copy of a letter from Lamport & Holt, Liverpool to Busk & Daniels, New York, under date of the 18th March, 1910.

MESSRS. BUSK & DANIELS,

New York.

Dear Sirs:—

6360 MESSRS. HARD & RAND—COFFEE REBATES 1908/9.

Referring to the paragraph in your general letter of the 8th instant, we find that, although the 316 bags coffee per S. S. "Voltaire", 6th voyage, shipped by Messrs. Hard, Rand & Co. Rio de Janeiro were not specified in the body of the manifest, they were included in the total, so we shall be obliged if you will pay Messrs. Hard & Rand of your city $8.30 being 10% rebate on the freight of these 316 bags.

Yours truly,

(SD) LAMPORT & HOLT.

Petitioner's Exhibit 33.—Daniels 428. 6361

Per "Campania". 24th January, 1907.

James Knott, Esq.,
Prince Line, Ltd.,
Newcastle-on-Tyne.

Dear Sir:—

SOUTH AMERICAN TRADES.

We confirm our letter of the 17th instant. 6362

LLOYD BRAZILEIRO. The "HANSEAT" sailed with about 130,000 cu. ft. of cargo and the "VIMEIRA" is now loading. You will note that she takes in Cabedello and Desterro. This steamer is loading at Seager's new pier at Bush's.

We understand that in future Seager purposes to send his inward cargoes of coffee to discharge at Bush's. This in our opinion would rather hurt him, as it limits his canvassing the minority shippers.

TWEEDIE is telling the trade that he will have a steamer in February. As we have so much room on our future 6363 boats, we propose to make it interesting for this competition on the staples until we have enough to give us a cargo.

We enclose the manifests of the "SERGIPE" and "THORNHILL", the former steamer proceeding through to Maceio as the last port. You will note the very general number of shippers on these steamers. Our trades seem to have been willing to desert the regular lines for almost any kind of any outsider, showing the popular feeling against combinations. 6364

LLOYD BRAZILEIRO, AGAIN. We hear that this company is getting tired of the New York service and are anxious to get out of it. Some how we think that a stiff lesson or two on their going boats will precipitate the finish of this opposition. They have surely rushed in and assumed very heavy liabilities. You could hardly ask for a better opposition to make feel the weight of your own fighting strength.

We do not think it will be necessary to adopt any radical policy against the shippers in this trade, and we think

6365 it would be a great mistake to try to injure and beat the shippers when the steamer opposition looks so weak. Such a policy might be reactionary in its effect and retain the opposition much longer than it would otherwise remain in the field.

LOYAL SHIPPERS. You will note on the River Plate list sent you recently the names of F. Granz and South American Shipping Co. Both of these firms claim that they have been absolutely loyal to the conference and have not ship-
6366 ped outside. We therefore think it would be desirable to take their names off the disloyal list.

Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 63 & 64.—Daniels 428.

Per "Lusitania" 15th Sept., 1908.

PRIVATE.

MESSRS. LAMPORT & HOLT,

6367 Liverpool.

Dear Sirs:— SOUTH AMERICAN TRADES.

We confirm our letter of the 11th instant.

BRAZIL.

LLOYD BRAZILEIRO. We are working on the statistics that you request. Of course, the net figures on these boats depend largely on the expenses in Brazil and whether they are specially favorable and able to do the work cheaper.

6368 Apropos of this competition, we enclose a copy of the manifest of the "GOYAZ"—their Brazil boat—sailed early this month. You will note to Para, Maranham and Ceara the amount of cargo carried is comparatively small—we understand it totals barely 50 tons—whereas to Parahyba, Cabedello, Maceio and Victoria—the balance of the cargo —amounts to, say, roughly, 12/1500 tons measurement. The Booth Line, since the 1st of July have abolished their tariff and opposed the Lloyd Brazileiro in the open market, taking practically 90% the cargo offering on their service of two boats a month and cutting the rates so

that there is nothing in the business. They have also absorbed the consular charges and have put their boats on an exact parity with the Lloyd Brazileiro as far as their shippers are concerned. They tell us it is the southern end of Brazil that is keeping this line alive, pointing to the large amount of cargo carried to the ports in the conference territory. 6369

Brazil Primage. We have pleasure in acknowledging the proposal covered in the cables to the writer, which would give the fast steamers the privilege of higher compensation in the conference. We have been obliged to fall in with the general opinion of our colleagues, that our friends in the Brazil trade construe the primage as a forerunner of rebates and we have heard from several quarters statements that they would put themselves to considerable inconveniences and expense before submitting to the introduction of another rebate system. These statements seem to be carried out by the number of our good shippers who appear on the manifests of the Lloyd Brazileiro and some of whose shipments we know would go by the conference lines if the rates had been met. 6370

Knowing your own feelings towards the rebate system and the value you place upon it, we regret to have to advise you of the above situation, but, on the other hand, as these shippers would probably make the same statement to you were they in Liverpool, we feel, as your representatives, that we should pass such information on. With a change in position and some strength the opportunity may come later on to adopt a rebate system, but we feel the measure, if possible, should be "sugar coated' and worked gradually. We are ourselves very cordially in favor of any bargain with the shippers that will compel them to give uniform support to the regular lines and prevent their liberty to coquet with the first outsider who may want to shift from the low freight market here to a high freight market south. Our shippers, if they expect to stay with them twelve months of the year, should certainly stay with the Lines for the corresponding period. 6371 6372

As regards allowing the Prince and German Lines to waive primage in connection with the tariff to Brazil and retaining the primage on your own boats for your own account and not for the benefit of the "Pool", we have

6373 cabled you that we most heartily approve and we think if you could give us discretion to establish this custom for your boats easily and smoothly with our shippers that we could do so successfully, avoiding their little prejudices at the moment and not only securing for you the full 10% on tariff rated articles in small lots, but also securing you in time a premium on staples and in contracts, possibly if not 10%, we could secure 5% on this line of goods; in any case, as you state in one of your recent letters, it would be additional money earned.

6374 While not seeking responsibilities, we have felt that the ultimate success of this measure depended largely on the handling at the start and we feel with positive orders here, over which we have no discretion, we may meet with serious difficulties that a little discretion would enable us to safely pass. We shall also, of course, as the plan develops and we succeed in demonstrating a superior earning power, have the constant jealousies of our two watchful and able colleagues. With a fixed position we are vulnerable to their studied attacks, but with discretion we

6375 will have a large advantage over them and we might almost in the one case feel sufficiently confident to guarantee the successful outcome of a valuable premium on your boats, although we are not prepared to say at the moment whether this could be accomplished by an arbitrary stand at the start which will create opposition in some quarters assisted by our colleagues and may result in disaster. You will recall several years ago the original conference provided for a premium on the passenger boats if earned. This condition of the agreement was steadfastly opposed in every way by our two colleagues and was never

6376 operated.

NORTON LINE. Mr. Farrell is unfortunately detained at home by illness and has not been down to the office for the last few days. The writer had the pleasure of seeing Mr. Thomas, who acts in Mr. Farrell's absence and we have asked them if their object in invading our field is only temporary to secure cheap rates for their products or whether they intend to make the service a permanency. This part of the business is at the moment Mr. Farrell's special "hobby" and he has been giving it his personal attention. We do not think that they are in the business for

a permanency, but that their only object is to establish a 6377
bottom rate for their own products.

The Steel Co. are close students and have followed the successful organization of the Standard Oil Co. The Standard Oil Co. have a few of their own boats and whenever a trade tries to raise the rate of freight too high, they put some of their own boats on the berth, as in the instance of Africa and China, and they ascertain to a nicety the cost of operating boats in the several trades. If the regular services in these trades later on care to make a contract with the Standard Oil Co., they have to 6378
take a very close margin over cost. As we have stated, we feel confident that the Steel Co. have some ultimate object in view. They forget, however, that the Standard Oil Co's. products will fill both weight and measurement a modern steamer and that steel products will sink her before she is half filled. There is a large advantage in favor of the Standard Oil Co. in the field of steamer transportation. We therefore, think, as we have cabled you, that the Steel Co. will be very soon open to withdrawing their direct charter and support of boats, if the lines will make 6379
contracts with them covering the transportation of their goods at a reasonable advance over cost, but we feel confident, from the size of the company, their policies, etc., that failing these conditions, there will be many years of fight ahead.

Norton & Son are now sounding the general market for cargo, but as the "NEWTON HALL" is a large boat and Brazil cargo is scarce with the Lloyd Brazileiro keeping the market low, we shall be surprised if they make much headway. If it were possible to combine cargoes to Brazil and the River Plate, we should look for different re- 6380
sults, but it is very hard to load steel rails in sufficient quantities in the 'tween decks. We understand there are several more boats under charter and all in position for later sailing and purposing to make the Brazil call, and possibly going through to the River Plate in some instances.

PRINCE AND GERMAN BOATS. These boats are still booking only the roughest kind of cargo: oil, rosin, etc., and they are getting no tariff goods.

CONFERENCE CABLES. Last evening, at the request of

6381 Messrs. Funch Edye & Co., we passed you a cable relative to some facts in connection with Santos freights. Of course, this cable is in line with their previous cables relating to differences between Rio de Janeiro and Santos. They asked us to agree to an expression of an opinion in a joint cable, which we believe their partner, who is now in Hamburg requested, which we, of course, declined. We, however, agreed with our colleagues as good policy that the conference cables should be open to the statement of facts and that at the request of any of the members of the
6382 conference such cables covering facts only can go through the conferences organization at any time.

We are,

Dear Sirs,

Yours faithfully,

BUSK & JEVONS.

Messrs. Dunn say Steel Co. are figuring their freight to B.A. 10 ($2.40) against our $3. Dunn will soon be forced
6383 to buy.

Petitioner's Exhibit 66.—Daniels 430.

Per "Etruria." 25th September, 1908.

MESSRS. LAMPORT & HOLT,

Liverpool.

Dear Sirs:—

SOUTH AMERICAN TRADES.

6384 We confirm our letter of the 18th instant.

"DAGHESTAN" We enclose a copy of this steamer's manifest showing a mixed cargo and a very general support by the trade. We also notice the Lloyd Brazileiro have recently chartered the "CORN EXCHANGE" for their October sailing on the basis of 2/7 1/2, which is a very low charter and one on which there may be a possible margin of profit, if their earnings show up fairly well. Would it not be unfortunate to have the Lloyd Brazileiro show a profit just at this time on a voyage or two?

We are, Dear Sirs, 6385

Yours faithfully,

BUSK & JEVONS.

LD/JS.

Petitioner's Exhibit 82.—Daniels 433.

Per "Lusitania"

MESSRS. LAMPORT & HOLT, 16th February, 1909.
Liverpool.

6386

Dear Sirs:—

SOUTH AMERICAN TRADES.

We confirm our letter of the 11th instant.

LLOYD BRAZILEIRO. There is nothing especially new in connection with this service, except that they are taking oil at 14c rate and are standing in our way of getting higher rates, unless of course they fill.

Yours faithfully, 6387

BUSK & DANIELS.

Petitioner's Exhibit 153.—Daniels 433.

via Queenstown.

Liverpool, 8 April, 1909.

MESSRS. BUSK & DANIELS,
New York,

Dear Sirs, 6388

SOUTH AMERICAN TRADES.

We have a number of your letters under this heading unacknowledged but which mostly do not call for comment except as regards contentious matter as between yourselves and colleagues in the Brazil trade but which we are not proposing to excite ourselves about at present. We have given a notice to terminate the Brazil pool on 30 June, of which please take careful note. No doubt in the meantime we shall have a meeting with the other lines with a

6389 view if possible to clearing up outstanding questions and coming to a fresh arrangement on a more equitable basis. Perhaps under present circumstances this may not be possible except so far as regards the Hamburg Lines.

We have your message through the Secretary in London telling us that the agent of the Lloyd Brazileiro now in New York has been interviewing Mr. Boas, and we shall be sorry to think that this gentleman has been holding out any hopes of an arrangement between the lines being on the terms put forward. At the very outset of
6390 this competition we expressed ourselves willing to admit Brazilian Co. to a share of the business both ways on the basis of one steamer a month under their own flag, and we might possibly consider renewing this offer, but the pretensions of their representative of 25% of the business, based on their carrying at nominal rates, we can only describe as amusing. The Hamburg Lines will no doubt favour an arrangement, for the reason that they have considerable sums of money due to them from the Lloyd Brazileiro arising from the purchase by the latter of the
6391 Hamburg Cos. former coasting service and fleet, which was to be paid for in instalments and which have latterly been suspended.

We are still negotiating with the German lines as regards South Brazil rates, and it is more than probable that a list of these, agreed by the lines, can shortly be sent out to you. In the meantime, we are disappointed that you are not securing more of this traffic, more especially as we have already told you definitely that there are no extra duties imposed on goods transshipped by our steamers at Rio de Janeiro. These would only be charged in the
6392 event of the cargo being landed before reshipment at Rio de Janeiro and which is not the case in shipments by our line.

Yours truly,

LAMPORT & HOLT.

The writer has received Mr. Daniel's several private letters.

Petitioner's Exhibit 182.—Daniels 436. 6393

LIST OF SAILINGS. LAMPORT & HOLT LINE.
FOR YEAR 1906.

Steamers	Sailings
BYRON	Jany. 4th
PHOENIX	Feby. 2rd
TENNYSON	Feby 3rd
BYRON	Mch. 3rd
TENNYSON	Apl. 4th
BYRON	May 2nd
TENNYSON	June 4th
BYRON	June 30th
TENNYSON	Aug. 1st
BYRON	Sept. 4th
TENNYSON	Oct. 3rd
PHIDIAS	Oct. 29th
BYRON	Nov. 3rd
HOMER	Novr. 15th
TENNYSON	Dec. 3rd

6394

6395

LIST OF SAILINGS. LAMPORT & HOLT LINE.
FOR YEAR 1907.

Steamers	Sailings
BYRON	Jany. 4th.
TENNYSON	Feby. 4th
BYRON	Mch. 5th
TENNYSON	Apl. 3rd
BYRON	May 4th
TENNYSON	June 5th
BYRON	July 2nd
TENNYSON	Aug. 5th
CHAUCER	Aug. 9th
BYRON	Sept 3rd.
TENNYSON	Oct. 4th
MILTON	Oct. 4th
BYRON	Nov. 2rd.
VOLTAIRE	Nov. 20th
TENNYSON	Dec. 4th

6396

6397 LIST OF SAILINGS. LAMPORT & HOLT LINE.
FOR YEAR 1908.

Steamers	Sailings
BYRON	Jany. 3rd
VERDI	Jany. 18th
TENNYSON	Feby. 4th
VELASQUEZ	Feby. 19th
BYRON	Mar. 3rd
VOLTAIRE	Mar. 19th
6398 TENNYSON	Apl. 3rd
VERDI	Apl. 18th
BYRON	May 4th
VELASQUEZ	May 19th
TENNYSON	June 3rd.
VOLTAIRE	June 19th
BYRON	July 2rd
VERDI	July 18th
TENNYSON	Aug. 5th
VELASQUEZ	Aug. 19th
6399 BYRON	Sept. 4th
VOLTAIRE	Sept. 18th
TENNYSON	Oct. 3rd
VERDI	Oct. 19th
BYRON	Novr. 5th
CAVOUR	Novr. 27th
TENNYSON	Decr. 4th
VOLTAIRE	Decr. 18th

6400 LIST OF SAILINGS. LAMPORT & HOLT LINE.
FOR YEAR 1909.

Steamers	Sailings
BYRON	Jany. 4th
VERDI	Jany. 20th
TENNYSON	Feby. 3rd
CAVOUR	Feby. 26th
BYRON	Mch. 2rd
VOLTAIRE	Mch. 24th
TENNYSON	Apl. 3rd
VERDI	Apl. 19th

Byron	May 4th	6401
Vasari	May 19th	
Tennyson	June 3rd	
Voltaire	June 22nd	
Byron	July 1st	
Verdi	July 21st	
Tennyson	Aug. 4th	
Vasari	Aug. 19th	
Byron	Sept. 3rd	
Voltaire	Sept. 18th	
Tennyson	Oct. 4th	6402
Verdi	Oct. 19th	
Byron	Nov. 4th	
Vasari	Novr. 19th	
Tennyson	Decr. 3rd	
Voltaire	Dec. 20th	

List of Sailings. Lamport & Holt Line.
For Year 1910.

Steamers	Sailings	
Byron	Jany. 4th	6403
Verdi	Jany. 1	
Good Hope	Jany. 8th	
Tennyson	Feby. 2rd	
Vasari	Feby. 19th	
Byron	Mch. 4th	
Voltaire	Mch. 18th	
Tennyson	Apl. 4th	
Verdi	Apl. 19th	
Byron	May 4th	
Vasari	May 19th	6404
Tennyson	June 2nd	
Voltaire	June 18th	
Pentwyn	June 14th	
Byron	July 1st	
Verdi	July 19th	
Tennyson	Aug. 3rd.	
Vasari	Aug. 19th	
Byron	Sept. 2rd	
Tennyson	Sept. 19th	
Voltaire	Oct. 4th	

6405

VERDI	Oct. 19th
BYRON	Novr. 4th
VASARI	Novr. 18th
TENNYSON	Dec. 3rd
TERENCE	Dec. 19th

LIST OF SAILINGS. LAMPORT & HOLT LINE.
FOR YEAR 1911.

6406

Steamers	Sailings
BYRON	Jan. 4th
VERDI	Jan 19th
TENNYSON	Feby. 2nd
VASARI	Feby. 17th
BYRON	Mch. 3rd
TERENCE	Mch. 18th
TENNYSON	Apl. 4th
VERDI	Apl. 19th
BYRON	May 4th
VASARI	May 19th
TENNYSON	June 3rd
VOLTAIRE	June 19th
BYRON	July 3rd
VERDI	July 19th
TENNYSON	Aug. 4th
VASARI	Aug. 18th
BYRON	Sept. 1st
VOLTAIRE	" 19th
TENNYSON	Oct. 9th
VERDI	" 19th
BYRON	Nov. 3rd
VASARI	" 18th
TENNYSON	Dec. 4th
VOLTAIRE	" 20th

6407

6408

LIST OF SAILINGS. LAMPORT & HOLT LINE. 6409
FOR YEAR 1912.

Steamers	Sailings
BYRON	Jan. 3rd
VERDI	" 20th
TENNYSON	Feby. 2nd
VASARI	" 19th
BYRON	Mch. 4th
VOLTAIRE	" 20th
TENNYSON	Apl. 4th
VERDI	" 20th 6410
BYRON	May. 2nd
VASARI	" 18th
TENNYSON	June. 4th
VOLTAIRE	" 20th
BYRON	July 2nd
VERDI	" 20th
TENNYSON	Aug. 2nd
VASARI	" 20th
BYRON	Sept. 4th
VOLTAIRE	" 19th 6411
TERRENCE	Oct. 1st
VASARI	" 19th
BYRON	Nov. 8th
VERDI	" 20th
VOLTAIRE	Dec. 13th
VESTRIS	" 27th
CERVANTES	" 12th

6412

Petitioner's Exhibit 197.—Angell 438.

FLOUR SHIPMENTS TO SOUTH BRAZIL BY HOLT & COMPANY

FROM JANUARY 1st, 1908 TO DECEMBER 1st, 1912

1908	Lloyds				Conference Lines									
					Funch Edye & Co.			P. F. Gerhard & Co.			Busk & Daniels			
Ports	Bbls	Rate	Shipped	Total	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Totals.
Natal	600	75	Feb.	600	300	65	Oct.	900	65	Aug				1200.
Parahyba	950	55	Apr					250	40	Jan				
	300	50	July	1250				500	50	Dec.				750.
Pernambuco	3000	40	Jan. Feb		3300	30	Apr	2200	30	Feb				
	39300	50	Mar Nov		200	50	Oct	500	60	Aug				
	1000	45	Nov					500	50	Nov				
	500	50	Dec											
	2000	45	"											
	500	40	"	46.300										6.700.
Maceio	650	50	Jan		400	40	Feb							
	1600	40	Jan Feb		1875	60	Apr July							
	900	50	Mar		650	55	Oct							
	100	60	"		1500	50	Nov							
	1875	55	Apr											
	1600	50	May June											
	2450	55	Aug Oct	9.175										4425
Bahia	625	55	Aug Oct		200	55	Oct	100	60	June				
	100	50	Nov	725										
Victoria	4250	60	Apr Dec.	4250										
Rio De Janeiro					1000	40	Jan							1000
Santos	250	65	Sept		200	40	Feb.							
	650	55	July Nov	900										200
Rio Grande Do Sul &c &c					30	75	Jan							30
Totals	63.200			63.200	9655			4950						14605. bbls.

THIS PAGE IS VERTICAL

Petitioner's Exhibit 197—(Continued.)

Ports	Lloyds				Funch Edye & Co.			P. F. Gerhard & Co.			Busk & Daniels			
	Bbls	Rate	Shipped	Total	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Totals.
ATAL	35	50	Aug		25	65	Jan							25
	95	45	Dec.	130										
ARAHYBA	350	45	Mar May		1.220	45	Jan Oct	400	45	Mar.				1.620
	600	40	Aug Dec.	950										
ERNAMBUCO	6.570	45	Jan Apr.		16.950	45	Mar Nov.	2950	45	Mar Oct				19.900
	14380	40	Apr. Dec.	20.950										
ACEIO	2.450	45	Jan May		3.000	45	Mar Dec.	250	50	Jan				4.550
	1.400	40	Aug Oct					1300	45	Jan Oct				
	250	45	Oct Dec.	4.100										
EIA	450	65	Jan					100	45	June	150	45	Aug	250
	100	50	Mar											
	100	45	Apr											
	250	40	Aug Dec.	900										
TORIA	2000	60	Jan May								100	45	Sept	100
	2300	40	Sept Oct											
	300	45	Dec.	4.600										
O DE JANEIRO					325	45	May Dec							2825
NTOS	100	50	Jan		2500	41	Oct							
O GRANDE DO SUL &c &c	125	45	Apr.	225										
					3200	65	Apr June	1000	60	Mar.				4200
TOTALS	31.855			31.855	27.220			6000			250			33.470 bbls
AGE RATE PER BARREL		43.28c				47c			47.7c			45		

6417

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6420

Petitioner's Exhibit 197—(Continued.)

1910	Lloyds				Conference Lines									
					Funch Edye & Co.			P. F. Gerhard & Co.			Busk & Daniels			
Ports	Bbls	Rate	Shipped	Total	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Totals.
Natal	225	45	Apr.											
	1250	50	Aug Oct											
	250	75	Dec	1.725										
Parahyba	850	40	Feb. & July		2.920	40	Jan. Sept	2150	40	AugOct				
	500	65	Dec.	1.350				600	45	Nov				5.670.
Pernambuco	24.850	40	Jan Oct		31.500	40	Jan Oct	11.950	40	JulyOct				
	2.851	45	Oct Nov		4.000	45	Sept. Nov.	3.650	45	Nov.				
	600	50	Oct		900	50	Dec.	2.980	50	Dec				
	1200	55	Nov											
	1320	65	Nov Dec.	30.821										54.980
Maceio	6590	40	Jan Oct					1365	40	JuneOct				
	1075	45	Oct Nov					420	65	Oct				
	300	65	Nov					50	80	Oct				
	1500	50	Nov	9.465				1020	50	Dec				2.855
Bahia	200	55	Mar		300	40	Aug Oct	250	40	JulySep				
	100	40	July											
	50	80	Dec.	350										550
Victoria	500	75	Dec.		4350	45	Apr Sept							
					1800	60	Dec							
				500	500	65	Dec							6.650.
Rio De Janeiro	3800	40	May Oct		6150	40	May Oct	6150	40	JuneOct	150	90	July	
	150	45	Nov		1500	45	Nov	750	45	Nov	1500	80	Nov	
	350	65	Dec.	4300	1250	50	Dec.	1000	50	Dec.				18.450
Santos	150	45	Nov.	150	210	40	Aug Oct	1200	40	JulyOct				
					450	80	Dec							1.860.
Rio Grande Do Sul &c &c					3160	60	June Aug	250	60	July				
					2200	65	Oct Dec							
					455	75	Nov							6.065
Totals	48.661			48.661	61.645			33.785			1650			97.080 bbls
AVERAGE RATE PER BARREL [illegible] NATAL SPECIAL PORT		43	.08c	N. B.	RATES	ADVA 44.	NCED IN NOVE 399c	MBER&	DECE 42.	MBER 73c		80.	9c	

Petitioner's Exhibit 197—(Continued.)

6425

1911	Lloyds				Conference Lines									
					Funch Edye & Co.			P. F. Gerhard & Co.			Busk & Daniels			
Ports	Bbls	Rate	Shipped	Total	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Totals
Natal	250	70	Feb.											
	1550	80	May July											
	750	90	Sept. Nov.	2.550										
Paraphyba	550	70	Jan. & Mar.		250	55	Jan.							
	300	67½	Mar											
	675	72½	May											
	200	65	Sept. Oct.											
	600	75	Oct. Dec.	2.325										
Pernambuco	300	65	Jan.		1.800	55	Feb.	3000	55	Jan				
	625	70	Jan.							Jan Mar				
	2800	67½	Mar.		8.150	72½	July Oct.	7445	70					
	20.050	72½	Mar. May											
	10.350	70	Apr. Sep.					2100	72½	July & Nov				
	29.775	65	July Nov											
	5.650	72½	Dec											
	4.160	75	Nov Dec	73.710										22.495
Maceio	500	67½	Feb					1470	70	Jan				
	2750	70	Feb & Apr											
	2720	72½	May June											
	4480	65	July Sept											
	900	70	Sept											
	1100	72½	Dec											
	950	75	"	13.400										1.470.
Bahia	435	72½	Mar May					1850	70	Feb Sept	750	70	June July	
	275	70	June Sept											
	50	65	Sept					750	80	Dec				
	250	72½	Dec											
	600	75	Nov Dec	1.610										3.350
Victoria	2.100	70	Feb.		500	80	Apr							
	1.600	72½	Mar May											
	3300	70	June Aug		2250	70	Oct							
	1.000	65	Aug	8.000	1750	80	Nov							4.500
Rio De Janeiro	150	72½	Jan		850	55	Jan Feb	2625	70	Feb Mar	1000	80	May Oct	
	400	70	Feb Apr		3130	70	Feb Mar	1925	80	May				
	1750	67½	Mar		2970	80	Mar May	5500	70	July Oct				
	385	72½	Apr Nov		5600	70	June Oct	4250	80	Nov Dec				
	50	95	Sept	6.200	5000	80	Sept Dec							32.850
Santos	250	67½	Mar		100	55	Jan	2750	70	Jan Oct	1000	80	Feb. June	
					1925	70	Feb Oct	250	80	Mar	900	70	June Sept	
	250	75	Oct	500	1035	80	Oct. Dec.	1125	80	Nov.	250	80	Oct	9.335
Rio Grande Do Sul					2000	65	Feb Mar							
					1250	70	Feb June							
					900	75	Jan Apr							
					12.625	80	Jan Dec							16.775
Totals	108.295			108.295	52.085			35.040			3900			91.025. bbls
Average rate per bbl.		69	32/			74/			71/					

6426

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Petitioner's Exhibit 197—(Continued.)

6430

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ven Months 1912			Lloyds			Conference Lines									
						Funch Edye & Co.			P. F. Gerhard & Co.			Busk & Daniels			
Ports	Bbls	Rate	Shipped	Total	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Bbls	Rate	Shipped	Totals.
	3.450	90	Jan Oct	3.450										
TOS	3.600	75	Jan Oct	3.600										
MBUCO	57.475	75	Jan Nov	59.525	9600	80	Jan Nov.	13.450	80	Jan Nov.				23.050.
	2.050	80	Oct											
O	15.410	75	Jan Oct	15.535	105	80	Aug							105.
	125	80	Oct											
	1.200	75	Apr.	1.200				3.350	80	Jan Dec.	1000	80	Mar	4.350
UA					19.850	80	Jan Nov							19.850
EJANEIRO	3250	72½	Jan	38.875	26.300	80	Jan Nov	7550	80	Jan Nov.	2000	80	Apr.	36.050
	3000	70	Feb											
	36.625	75	Feb Nov.											
	1.950	75	Mar Nov.	1.950	10.875	80	Jan Nov.	4500	80	Feb Nov.	1000	85	Feb	17.575
											1200	80	Feb Oct	
RANDE DO SUL					2100	80	Jan June							2.100
TOTALS	124.135			124.135	69.030			28.850			5200			163.080bbls.
E RATE PER BAR REL		74.9c				80c			80c			80. 90c		
NG NATAL SPECIAL PORT.														

Petitioner's Exhibit 198.—Frank 450.

AR	Quantity				Destination	Rate	Steamer	Line.	
	Machines	Packages. Cases	Bundles	Cases of Parts, etc.					643
7	46	6	10	1Cs. of parts	Rio de Janeiro	24c per cu. ft. & 10% prim.	Siegmund	Sloman-Brazil Line.	
	30	30			"	" " " " " " "	Byron	Lamport & Holt	
	43	43		1 " " "	Santos	" " " " " " "	"	" "	
	80		20	1 " " "	Rio de Janeiro	" " " " " " "	Sieglinde		
	38	38			Santos	" " " " " " "	Gutrune	Sloman-Brazil Line	6434
	158	122	10		Rio de Janeiro	" " " " " " "	"	" " "	
	20	20		1 " " "	"	" " " " " " "	Hero	" " "	
	42	42			Santos.	" " " " " " "	"	" " "	
r	80	40	10	1 " " "	Rio de Janeiro	21c per cu. ft.	Corrientes	" " "	
	72	72			"	" "	Gutrune	" " "	
	4	4			"	" "	Byron	Lamport & Holt	
	18	18			Santos.	21c per cu. ft.	Gutrune	Sloman-Brazil Line	
	70	70			Rio de Janeiro	" "	Voltaire	Lamport & Holt	
	70	70			"	" "	Christiania	Sloman-Brazil Line	
	59	39	5		"	" " & 10% prim.	Tennyson	Lamport & Holt	
	12	12			Santos	" " " " "	Byron	" "	6435
	44	24	5		Rio de Janeiro	" " " " "	"	" "	
	5	5			"	" " " " "	Voltaire	" "	
	92	72	5		"	21c " " 10% "	Cavour	" "	
	86	66	5		"	" " " " "	Voltaire	" "	
	84	52	8	1 Cs. of pts.	"	" " " " "	Tennyson	" "	
	78	58	5		"	" " " " "	Byron	" "	
	82	62	5		"	" " " " "	"	" "	
	62	36	7	{2Cs. woodwork 2bdls. " }	"	21c per cu. ft.	Galicia	Hamburg-American Line	
	72	32	10		"	" " "	Grecian Prince	Prince Line	
	72	32	10	1Cs. of parts.	"	" " "	Corsican Prince	" "	6436
	104	64	10		"	" " "	Oppurg	Hamburg-American Line	
	91	51	10		"	25c " "	Orange Prince	Prince Line	
	61	21	10		"	" " " & 10% prim.	Vasari	Lamport & Holt	
	84	44	10		"	" " "	Crossby	Hamburg-American Line	
	126	66	15		"	25c " " & 10% prim.	Byron	Lamport & Holt	
	116	60	15		"	18c per cu. ft. & $1.80 per 40 cu. ft. for Lighterage	Santa Anna	Hamburg-American Line	
				1Cs. of Parts	"	Minimum B/L $5.00 & .05c for Lighterage	Nassovia	" " "	
	106	46	15	4 " woodwork.	"	20c per cu ft. & $1.80 per 40 cu. ft. for Lighterage	"	" " "	

CLOSE IN CENTER

6437 **Petitioner's Exhibit 199.—Johnson 454.**

HARD, RAND & Co.

per S. S. "Castillian Prince"

Letter No. 7

Rio de Janeiro, 8th June 1908.

MESSRS. HARD & RAND.

New York.

6438 DEAR SIRS.

Since writing you on the 23rd ultimo we have no mail from you to acknowledge.

THE "VELASQUEZ" is two days late and will not be in till to-morrow morning.

SYNDICATE LINES. The question has come up as to whether the Syndicate lines should take cargo at the berth rate from shippers by the Lloyd steamer The Prince Line have declined to take such cargo bu amport & Holt Agents are inclined to accept sa ndicate
6439 telegram was accordingly sent ask actions. No answer has yet been received ice Line Agents have a private wire from K ms morning, telling them to follow the lead of La ort & Holt. This looks as though cargo by outside shippers would be received. If so it seems to us unjust to supporters of the Lines and to call for protest. If Urban, Trinks etc. can ship the bulk of their coffee at the cheap Lloyd rate and still take advantage of the Syndicate Steamers, when convenient, especially for New Orleans, it gives them a distinct advantage over us, if 10% is the maximum rebate al-
6440 lowed.

Yours truly,

HARD, RAND & Co.

Petitioner's Exhibit 200.—Johnson 465.

MEMORANDUM OF AGREEMENT.

between

MESSRS.

(hereinafter called the Shippers) and

The Royal Mail Steam Packet Company, 6441
Hamburg Südamerikanische Dampfschifffahrts Gesellschaft,
Hamburg Amerika Linie,
Norddeutscher Lloyd,
Lamport & Holt,
Prince Line, Ld.

(hereinafter called the Lines).

WHEREBY IT IS AGREED AS FOLLOWS:

1. That subject to the conditions hereinafter expressed 6442
the Lines will pay a rebate of 10 percent on the freight on coffee shipped from Rio De Janeiro and Victoria by their respective steamers to the ports of Antwerp, Amsterdam, Rotterdam, Copenhagen and the Rivers Weser and Elbe, and to ports in the United States of America, during the year beginning 1st, September 1909 and ending 31st August 1910 and thereafter year by year until further notice.

The rebate to be paid to the shippers will be computed every twelve month, say up to 31st August in each year, 6443
and be payable three months afterwards, but only if they have confined their shipments to Antwerp, Amsterdam, Rotterdam, Copenhagen and the Rivers Weser and Elbe and Copenhagen and to ports in the United States to the Lines.

No rebate will be paid on sample lots, nor on additional freight charged for delivery at post-terminal destinations of goods shipped on through or optional bills of lading.

A statement of rebate claim must be made on a form as annexed and presented within three months after the 31st 6444
August to the agents of the Line which has carried the shipments in respect of which the rebate is claimed.

2. That the freight to Europe shall not be more than five shillings sterling & five per cent primage per ton in excess of that at which coffee can be shipped and actually received at the time in question by outside steamers, with a minimum rate of twenty-five shillings and five per cent primage.

3. That the rate to the United States shall not be more

6445 than 10 cents & 5% primage per bag in excess of that at which coffee can be shipped and actually received at the time in question by outside steamers, with a minimum rate of thirty cents and five per cent primage.

4. That no exporter shall be allowed more favorable conditions than another.

5. That 14 days notice will be given of any increase in the rate of freight, and the tonnage required by the shippers will be supplied at the lower rate at the time notice
6446 is given to the extent of tonnage available by the ships of the Lines loading within 14 days from the date of notice.

6. In case the Lines fail to supply the available tonnage required at the above rates of freight by their own or chartered steamers within a reasonable time, say, 14 days from the date of request, or if their current rate be not in accordance with what is stipulated in clauses 2 & 3 of this Agreement, the shippers shall be at liberty to
6447 charter or ship in an outside vessel or vessels, or a part or parts thereof, without prejudice to their right to rebate under this Agreement. In case of the shippers deciding to charter outside tonnage upon the grounds that the rate of freight charged by the Lines be at any particular time more than 5/-&5% per ton and 10 cents and 5% per bag respectively in excess of the rates of freight at which coffee could be shipped in quantity at the time in question by outside steamers, then the shippers shall produce to the Agents of the Lines in Brazil, at the time of such outside
6448 chartering evidence as to the latter rate of freight. It is understood and agreed that the shippers will not offer, directly or indirectly, any chartered tonnage of theirs to other shippers at a lower rate of freight than their own charter rate.

7. Until further notice any shipments by steamers of the National Brazilian Line, under the Brazilian flag, to the United States, and of the Koninklijke Hollandsche Lloyd to Amsterdam at not under the rates of freight and conditions of the Lines will not prejudice the Shippers' claims to rebate.

8. All disputes arising upon this Agreement shall be 6449
referred to Arbitration in London under the terms of the Arbitration Act 1889. In any such Arbitration all protests, Certificates of Brokers, Surveys and other mercantile documents shall be admitted in evidence for what they are worth.

Dated 1909.

Petitioner's Exhibit 126.—Waddell 492.

PER "KRONPR. CECILIE."

6450

April 19th, 1909.

MESSRS. LAMPORT & HOLT,

Liverpool.

Dear Sirs:—

Referring to our shipments from Brazil of 18,948 bags of coffee by the S. S. "Tennyson," arrived at this port on Jan. 20th last, being 3948 bags from Santos and 15,000 bags from Rio, we now beg to advise you that during this ship's discharge our Brooklyn representative reported 6451
that the outturn was showing unusual damage in the way of slack bags, same being due to their being torn and cut through careless handling in unloading. We immediately got in communication with the ship's Agents and requested them to examine the damaged bags as they lay on the wharf. This they did and their representative, Mr. David Cook, acknowledged the poor outturn and advised us that some agreement could be arrived at as to the amount of our damage as soon as report of sweepings was received. Upon receiving report of slacks from your 6452
Agents we were inclined to at once refer the claim to you, but Mr. Cook requested us not to do so as they would come to some satisfactory agreement with us here.

This was after receipt of their letter of Feb. 18th in answer to ours of the same date (copies enclosed). In their letter you will notice they admit excessive damage and advise us that they are calling the attention of their people to the necessity for greater care to avoid future recurrences. Then when it finally came to a settlement of our claim Messrs. Busk & Daniels suddenly spring upon us

6453 the enclosed copy of extract from letter received by them from your Rio Agents, at the same time stating that in view of our shipments from that port having been made in the bunker hatch, at the request of our Rio house, they could admit no responsibility for any damage whatsoever that might have been suffered by our shipments, offering us, however, at the same time $125.00 as a gratuitous settlement of the matter. We told them that settlement on this basis we could not accept, although as we advised them we were willing to meet them on a reasonable com-
6454 promise. Now when we later discover that the enclosed extract from letter of your Rio agents refers to a different voyage of the "Tennyson" we are advised that they have no authority to consider any such claim as ours.

This accounts for us now at this late date enclosing you our claim, amounting to $311.83 towards the settlement of which we would ask your kind attention. What makes our loss especially heavy in the present instance is the fact that practically all our shipments from Rio were of the highest grades, against the resulting extraordinary
6455 loss in weight to which, caused by damage in unloading, we are expected by the ship's agents to be satisfied to accept the ordinary grade of sweepings. Our records show that the bulk of our shipment was stowed in Nos. 1 and 2 hatches, with 3/4,000 in the bunker hatch. Messrs. Busk & Daniels claim that 7000 bags of ours were in that hold. This question we will not dispute, as it has no bearing on the matter, as the bunker hatch is a part of ship where it is customary and recognized as a suitable place to stow coffee, and under these circumstances we must insist upon the ordinary safe carriage of our goods. A glance at the
6456 enclosed copy of Messrs. Busk & Daniels' slack statement is only necessary to show how general was the careless handling in discharging the cargo of the "Tennyson." Messrs. Crosman & Sielcken's 11,500 bags show as great a proportion of slackage as ours, and other lots, outside of ours and C & S's show even greater proportions of slackage. In view of the undeniable proof of general careless handling of cargo as furnished by Messrs. Busk & Daniels' own slack statement we felt that in refusing our claim for the reason they first stated, i. e. on the basis of your Rio Agents' advice, they were simply taking ref-

uge behind an untenable technicality, thereby showing a 6457
spirit contrary to what we might expect as old patrons of and heavy shippers by your Line. The truth of our ideas on the subject is now borne out by their final refusal to consider our claim.

As our fiscal year closes on the 30th inst. we shall be pleased to have this claim settled at your earliest convenience.

Yours very truly,

Petitioner's Exhibit 127.—Waddell 492. 6458

Feb. 17th, 1909.

Messrs. Busk & Daniels, Agts.,
City.

Dear Sirs:—

Referring to our verbal complaint to your Mr. David Cook, at the time the "Tennyson," which arrived here on the 20th ult., was discharging at her pier, regarding the bad condition in which this cargo was being discharged, we are now in receipt of your slack statement covering 6459
this steamer, and find that out of our total shipments of 18,948 bags, 607 bags were slack, these same showing an average slackage of 22 lbs. per bag, which is indeed extraordinary, and would make it appear that some extraordinary circumstances incidental to the discharging were responsible for it. We would ask you to advise us what you intend doing in regard to reimbursing us for this very heavy loss incurred by us, as a very considerable portion of our shipments by this steamer was high-grade coffees.
6460

Awaiting your advice, we remain

Yours very truly,
(Signed) Hard & Rand,
J. H. Waddell.

Petitioner's Exhibit 128.—Waddell 492.

LAMPORT & HOLT LINE.

Copy of Weigher's return of Slack Bags and Sweepings ex. S.S. "TENNYSON" from Santos & Rio arrived January 20, 1909.

Bags of sweepings 211 Weight of Sweepings 31,800 lbs.

	Invoice number of Bags	Number of Slack Bags	Supposed weight of Slack Bags 132 lbs. each	Actual weight of Slack Bags	Apportionment of Sweepings		Surplus.
					Deficiency	To make up Slacks.	
Hard & Rand	18948	607	80124	66779	13345	13345	167
Cross & Sielcken	11500	587	77484	69198	8286	8286	100
Wessels, Kulenkampff & Co.	6500	240	31680	28866	2814	2814	57
Sewisohn Bros.	3000	128	16896	14656	2240	2240	26
J. L. Phipps & Co.	2500	98	12936	11692	1244	1244	22
Steinwender, Stroffregen & Co.	2250	93	12276	10260	2016	2016	20
Smith & Walbridge	1000	39	5148	4340	808	808	9
Bayne & Davinson	1000	27	3564	3436	128	128	9
Oelrichs & Co.	1000	21	2772	2580	192	192	9
Seggerman Bros.	500	21	2772	2696	76	76	5
Hewlett & Lee	500	15	1980	1920	60	60	5
Wm. H. Force & Co.	250	15	1980	1820	160	160	2
G.O.	20	....	.....	.....	.....	.....	...
TOTAL	48968	1891	249612	218243	31369	31369	431

Petitioner's Exhibit 129.—Waddell 492. 6465

Claim by Hard-Rand, New York, on Messrs. Lamport & Holt, Liverpool, owners of the S. S. "Tennyson."

Claim for loss incurred on account of excessive damage through careless handling in discharging the S. S. "Tennyson," which arrived at New York

January 20th, 1909.

Excessive weight on slack bags as per statement from the ship's agents, enclosed	13,345 lbs.	6466
Less allowance for reasonable loss under normal conditions	4,448 lbs.	
	8,897 lbs. a 23 cts	26691
Charge by the New York Dock Co. for making good bad order slack bags 385 lbs at 17-1/2 cts	$6738	
Less allowance for reasonable charge under normal conditions....	2246	4492
E. O. E.		$31183.

6467

New York, April 19th, 1909.

Petitioner's Exhibit 130.—Waddell 492.

PER "CEDRIC".

April 28th, 1910.

MESSRS. LAMPORT & HOLT,

Liverpool.

Dear Sirs:— 6468

We feel compelled to take up with you a subject relating to faulty outturn of cargoes that we have lately been in correspondence with Messrs. Busk & Daniels over without satisfactory results. It seems well to take these up by paragraphs in the order of arrivals of the three steamers involved.

S. S. "Vasari." This steamer arrived on Feb. 6th. and in her delivery to us of 3495 bags there were six bags of the following marks empty:

6469

H H
U 1
W 1
X 1
Y 3

We first lodged a claim for the value of these packages as short, say 792 lbs. at 10 cents.—$79.20. This claim was returned by Messrs. Busk & Daniels on the contention that these bags should be treated as the ordinary run of slacks.
6470 In a desire to avoid controversy on this point we accepted that situation, but when we learned of the extraordinary total slackage in this particular delivery we lodged a claim for what we regarded as excessive damage thereby. Herewith we enclose a copy of this claim, with manifold of our letter relating to it of March 22nd in explanation of which we would state that we have allowed a slackage that might appear reasonable under normal conditions, say 1/4 pound per bag on the total shipped quantity. This claim was also refused on the ground that we now quote from Messrs.
6471 Busk & Daniels' letter to us of March 23rd.

> "The fact that the bags were found open at the "mouths goes, we think, to prove that insufficiently "strong bags were used, rather than any rough hand- "ling on our part was the cause of the trouble. We "really feel that we cannot entertain any claim in this "connection and we have before assured you that our "men on the pier in Brooklyn have special instruc- "tions with regard to the unloading and careful de- "livery of your coffees; and we know for a fact that
> 6472 "no rough handling could be urged against us in this "instance and we think that your representative in "Brooklyn would bear us out in this."

The weakness of this defense we trust you will appreciate under the circumstances, clearly indicative as they are of unusually careless handling in this instance. Moreover we do not admit an insufficiency of strength in the bags, that argument being disproved by Messrs. Busk & Daniels' own statement that the bags were intact but "found open at the mouths." Here let us state that the

sewing was in no wise different from the regular sewing 6473
that assures the safety of contents under conditions of ordinary precaution. Our Brooklyn representative does not bear out the statement of Messrs. Busk & Daniels in this connection, nor do we pretend to say whether this fault occurred in loading, or in discharge here: we simply assert that it is an evidence of improper care of cargo that the ship should be held responsible for in our measure of the damage—$85.60.

S. S. "Byron." This steamer arrived here Feb. 21st with 11,711 bags of coffee, in which were two bags marked 6474
HBHR bearing evidences of having been opened and resewn, and as the contents were composed of mixed coffee entirely dissimilar to the mark, and of widely varying grades, we refused to accept these two packages as original cargo bags and lodged a claim against the ship for an equivalent shortage—264 lbs. at 9-1/2 cts.—$25.08.

Similarly the S. S. "Voltaire," which arrived on March 9th with 9139 bags for us, delivered two bags marked HMR in exactly the same condition, and for the same reason we refused to accept these packages as represent- 6475
ing what were originally entrusted to the ship, and claimed a shortage of 264 lbs. at 10 cts., $26.40.

The argument of Messrs. Busk & Daniels against these two claims handled in conjunction we now repeat:

> "We really cannot accept any responsibility for
> "these deliveries. We have noticed for some time
> "now that during the lull in coffee shipments from
> "Brazil many apparently odd lots of coffee are be-
> "ing shipped up to New York and it appears to us
> "that many of the bags have been in store for some 6476
> "time in Brazil. We can only again repeat that these
> "bags delivered to the warehouse and on which you
> "base your claims, are the original bags received by
> "us in Brazil and have not been tampered with in any
> "way whatever whilst in our possession."

This we must characterize as absurd, unsupported as it is by facts, and based as it seemingly is on an ignorant assumption of non-existing conditions. It is hardly necessary to add (even if there was ground for such an as-

6477 sumption) that these packages would not have been accepted and receipted for as in good order at the port of loading had they been in the faulty shape described. We are still short these four bags and we understand that Messrs. Busk & Daniels are holding them in the warehouse subject to our order.

The amount of these claims in the aggregate is of much less importance than the state of affairs they point to—a system of careless handling generally, relating especially as it appears to us, to the passenger boats, whose cargoes
6478 are handled more hurriedly to secure dispatch. We enclose herewith a memorandum prepared in our office by one familiar with the situation on which we dwell, and we ask your most earnest consideration of this with a view to the institution of much needed reforms.

We regret being placed under the necessity of taking this subject up with you, but have felt justified in doing so by the importance of its bearing on our interests, and because of our inability to make further progress with Messrs. Busk & Daniels here toward a satisfactory con-
6479 clusion.

It is in our opinion absolutely necessary that radical improvements in methods of handling cargoes by your boats should be instituted before the rush of the new season sets in.

Kindly let us hear from you.

Yours very truly,

HARD & RAND.

Petitioner's Exhibit 131.—Waddell 492.

6480 April 28th, 1910.

Memorandum prepared by Messrs. Hard & Rand, New York, referred to in their letter of this date to Messrs. Lamport & Holt, Liverpool.

DAMAGE DURING DISCHARGE: The principal cause of the damaged condition in which the cargoes are delivered here, in addition to that caused by careless loading in Brazil, is due to the fact that the main interest at this end—as far as the ship's agents are concerned—appears to be centered in getting the cargoes out as promptly as

possible without regard to the necessary precautions in 6481
minor points which would tend to the greater protection of the coffee owner's interests. For instance, bags which are slightly torn, or the sewing burst, are at times put in the slings without mending, and also in the haste of unloading the slings are jerked up out of the holds with the result that the bags are swung and torn against the hatch coamings and beam brackets inside the hatchways, and, in the case of the present high freeboard ships, against the roof and upper parts of the shed.

ROBBERY ON THE DOCK: It is a well recognized fact that 6482
robbery on the dock continues without any serious steps being taken to put a stop to same. That each coffee vessel arriving at *your* piers loses hundreds, and in the case of large cargoes, thousands of pounds of coffee there can be no doubt. It is no unusual thing for a stevedore's laborer to be caught with twenty pounds or more of coffee secreted on his person, or in the clothing carried by him, and it is very questionable, when it is considered how openly the stealing it done, whether a single laborer ever leaves the dock without carrying off more or less coffee. 6483
It has been proven that even if arrested and prosecuted it is impossible to secure a conviction, and the laborers knowing this treat with disdain the notice on the piers to the effect that those detected thieving will be prosecuted to the full extent of the law. Matters having reached this stage it appears that nothing further has been done to devise some other method of prevention. The most effective way seems to be to insist on the master stevedores doing everything in their power to improve the existing conditions, which can be done by making each foreman accountable for the honesty of his gang, and foremen 6484
whose record shows too large a number of detected cases should be no longer kept in the master stevedore's employ. This would at least do away with the present bad practice of reengaging men who have previously been caught stealing. Young, active watchmen should be employed on the dock for the sole purpose of reporting dishonest acts as they occur. These should be men who can be relied upon to do their duty without being deterred by the sense of fear which at the present time prevents other honest employes on the dock from reporting and prosecuting offen-

6485 ders, serious bodily injury before now having been the reward for so doing.

Petitioner's Exhibit 132.—Waddell 492.

July 8, 1910.

MESSRS. LAMPORT & HOLT,
Liverpool, England.

Dear Sirs:

6486 Referring to ours of April 28th with regard to certain claims against your steamers, since compromised with Messrs. Busk & Daniels here, and to what we had to say at that time on the subject of care of cargoes in general, we now quote from a personal letter from our Santos Manager in comment on that incident (we having forwarded a copy of what we had written you), which, to our minds, furnishes about as vivid a light on the situation from what is apparently the seat of the trouble as we have seen, as follows:

6487 "Enclosed read with interest, but at present it is hardly worth while putting before the little boy Hampshire has left in charge, however I will put the matter before Smith on his return. I remember when I was in Rio going on Board the "Byron" to watch the loading and was surprised at the rough handling, many bags being torn by striking the side of the hatch. Perkins, however, said it was nothing extraordinary and admitted he had no control over the stevedores' men and, if I remember correctly, appeared afraid to
6488 caution them or interfere. I wrote New York on this subject at the time."

This, we hope, will have your serious consideration.

Yours very truly,

HARD & RAND.

Petitioner's Exhibit 133.—Waddell 492.

Jan. 4, 1911.

MESSRS. LAMPORT & HOLT,
Liverpool, England.

Dear Sirs:— 6489

We beg to acknowledge receipt of your favor of the 23rd ult. and would advise you that we have already received the sum of $12,481.48 mentioned by you, from Messrs. Busk & Daniels.

We are enclosing herewith extract from letter received today from our Rio house, and in connection therewith, copy of letter addressed by them to your Rio agent, dated the 13th ult., also copy of the latters answer thereto.

Our Victoria house advises us that the delay in the 6490
arrival of the "Chaucer" at their port has caused us a loss of 10 points (1/10 ct. per lb.) due to loss owing to extra duty, etc.

Yours very truly,

HARD & RAND

J. H. Waddell.

Petitioner's Exhibit 134.—Waddell 492.

Per S. S. "St. Louis"

August 11, 1911. 6491

MESSRS. LAMPORT & HOLT,

Liverpool, England.

Dear Sirs:—

We beg to acknowledge receipt of your favor of 24th ult., contents of which we have noted with interest. In view of this contemplated change the present seems a favorable time for serious consideration in regard to an improvement in the outturns of coffee cargoes at this port. The abuses here are not the only ones that de- 6492
serve notice, as the number of damaged bags which it is necessary to mend in the holds before discharge demonstrates. However the principal cause for complaint is at this end where rapidity of discharge takes precedence over careful handling of cargoes, but since the use of wider slings was inaugurated we notice some improvement in this respect. Pilfering in the holds of the ship and on the docks still continues, the agents here apparently finding it impossible to handle the question in as drastic a manner as it deserves, that is, to secure watch-

6493 men who will energetically do their duty without fear of possible violence to themselves at the hands of those detected and their sympathizers. The practice made by foremen stevedores of re-employing former offenders is one that acts as an incentive to further dishonest acts.

Awaiting your reply, we remain,

Yours very truly,

HARD & RAND,
J. H. Waddell.

6494 **Petitioner's Exhibit 201.—Waddell 503.**

Copy of cable sent to Hard, Rand & Co., Rio de Janeiro,

Dec. 5th, 1912.

Have firm offer
Subject to reply 2:00 P. M. to-morrow
25,000 at 26c. net
Each
"Purus"
"Tapajoz"
6495 To load at Santos Rio and Victoria

Petitioner's Exhibit 202.—Waddell 503.

Cable sent to Hard, Rand & Co., Rio de Janeiro,

Jan. 13th, 1913.

Refer to our No. 8
Dec. 5th
Have the offer
Same terms
6496 Ready to load
Santos
Christian Knudsen
Jan. 10th
Tocantins
Jan. 25th
Comeric
Feb. 12th
River Clyde
Feb. 26th
Tweeddale

March 15th
Purus
March 27th
Tapajoz
April 8th
Also another steamer
April 24th
Ready to load
Rio
One week before
All the above
Can probably charter
If no engagement
Their own
Full cargo 26c net
Charters
Full cargo 24c net

6497

6498

Petitioner's Exhibit 203.—Hughes 509.

LAMPORT & HOLT LINE,

Brazil & River Plate Steamers,

Busk & Daniels, General Agents,

301 Produce Exchange.

6499

New York, 28th Dec., 1910.

SINGER MANUFACTURING COMPANY,

G. I. Hughes, Esq., Traffic Manager,

New York City.

Dear Sir:—

6500

We beg to confirm conversation with you this morning relative to the existing contract between the Singer Manufacturing Company and the Lamport & Holt Line, under date of the 12th December, 1908, same being in force, subject to ninety days' notice.

We confirm our statement to Mr. Hughes that we have given no one authority to cancel this contract, nor have we received or served notice ourselves. On the other hand we are very desirous that the contract should con-

6501 tinue, subject to the amendments relative to rates, etc. In connection with these amendments, we confirm our conversation with Mr. Lopez early in December, when we arranged for your shipment on the "TERRENCE" sailing 20th December, and a special addition of $1.80 extra for the landing charges—that, in view of the negotiations that were in progress through Mr. Betts, of Messrs. Funch, Edye & Co., regarding the readjustment of the rates on the contract held by his firm with your good selves to Northern Brazil ports and Southern Brazil
6502 ports, we were agreeable to amend our own contract on whatever terms as to the rate, and the date on which it was effective, etc., that Mr. Betts might agree with your Company in conjunction with his firm's own contract, and Messrs. Funch, Edye & Co. had authority from us to this effect only.

As a result of these negotiations, you made a counter offer to a proposition that we understood Mr. Betts had made to you, offering to advance your rate from 16c. to 18c. conforming to certain other conditions relative to
6503 the extra landing cost at Rio de Janeiro, etc., which offer was satisfactory to us and which we confirmed direct to your good selves in a letter under date of the 15th December, of which we have since asked you for a confirmation.

On the 19th December Messrs. Funch, Edye & Co. were also in position to accept your offer on the amendments for the contract that they held with you and we believe you raised the question of applying the new rate to cover 1911 shipment, to which further amendment we gave our
6504 approval; and we are agreeable that you should incorporate it in the confirmation of our letter of the 15th December.

We repeat that, aside from the authority given relative to the new rate, etc., as explained in the above letter, no one has been authorized in any way to terminate the present existing contract between ourselves, as agents for the Lamport & Holt Line, and your good selves and that we consider the same in force subject to all the conditions of that contract with the above amendments.

Regarding the future opearation of the contract, as explained to Mr. Hughes, if you will advise us of your

freight requirements for the ports of Rio de Janeiro and 6505
Santos, the shipments that you desire to make, and the rate, net or with primage, that you wish to pay, we will undertake to see that freight room is supplied to meet your wishes in the terms of the present agreement.

We are,
Dear Sir.
Yours faithfully,
BUSK & DANIELS.

LD/JS.

6506

Petitioner's Exhibit 204.—Hughes 509.

E. H. B.-W. January 20th, 1911.

MESSRS. BUSK & DANIELS, Agents,
Produce Exchange,
New York City.

Gentlemen:—

Referring to the last clause in contract dated December 12th, 1908, made between yourselves and G. M. 6507
Hughes, representing The Singer Manufacturing Company at that time, we beg to say that we desire to take advantage of that clause and do hereby serve notice of our withdrawal as a party to such agreement, as per the conditions therein given, viz., 90 days from date hereof.

Very truly yours,
THE SINGER MANUFACTURING CO.
Vice President.

Petitioner's Exhibit 205.—Hughes 509. 6508

Jan. 20th, 1911.

MESSRS. BUSK & DANIELS,
Produce Exchange,
New York City.

Gentlemen:—

We beg to acknowledge your letter of December 28th 1910, in relation to an existing contract between The Singer Manufacturing Company and the Lamport & Holt

6509 Lines, and beg to say that we are this day sending you our official notice of withdrawal from such contract for the purpose of getting the matter entirely cleared up and removing any misunderstandings which seem to exist.

Very truly yours,

THE SINGER MANUFACTURING CO.

Traffic Manager

Petitioner's Exhibit 206.—Hughes 511.

6510 LAMPORT & HOLT LINE

BRAZIL & RIVER PLATE STEAMERS.

Busk & Daniels, General Agents

301 Produce Exchange.

New York, 23rd Jan., 1911.

The Singer Manufacturing Company,
Transportation Department,

6511 Elizabethport, N. J.

Dear Sirs:—

The present is to acknowledge the receipt of your favor of the 20th January, 1911.

Yours faithfully,

LD/JS. BUSK & DANIELS.

Sorry you discontinued with us.

6512 **Petitioner's Exhibit 35.—Daniels 530.**

July 18.

"Per Etruria.

MESSRS. LAMPORT & HOLT, 18th July, 1907.

Liverpool,

Dear Sirs:—

SOUTH AMERICAN TRADES.

We confirm our letters of the 11th and 15th instant.

BRAZIL.

Messrs. Funch, Edye & Co. are proceeding with the loading of the "Sieglinde," to sail on the 1st August, in addition to the "Siegmund," to sail on the 19th instant (to-morrow). On the former steamer they are absorbing all of the cargo that we had laid out for her, on our Conference cable earlier recommending the departure of the boat early in August. This includes upwards of 1,000 tons of the Tramway's railway material under contract to the Lamport & Holt; Prince and Sloman Lines, and in which the German Line had no right to participate except through us. We think it would be desirable on your part to call this matter to the attention of the German Line as an extreme breach. We have since requested the Tramway people to make application upon us for all of their requirements and informed them that we would nominate the tonnage. As we understand the Hamburg-American Line did not take over the contracts, obligations or good-will of the Sloman Line with the purchase of the steamers, they are not of course parties in any way to the present contracts. Regarding other contracts, especially those made by the Sloman Line, we have made a formal requisition on them for two-thirds of the goods, but we are very sanguine that we will get more than we can through our own efforts.

6513

6514

6515

Mr. Gottheil and Mr. Sparks have made one or two calls on us professing hearty co-operation and are very desirous that we should maintain rates, telling us that they also proposed to maintain rates, unless they found it desirable, owing to the opposition of the Brazileiro, to cut, and they felt that if they cut and secured cargo the British Lines would have no fault to find with them, especially as in this case they would be assuming—as they put it—the burden of the competition. We have already found that on one or two small competitive articles Messrs. Funch, Edye & Co. are a little bit easy on the rates, and we have closed them ourselves at the best rates obtainable; much preferring to have the cargo in hand up to our needs than to find that they had taken it and we were short.

6516

Mr. Gottheil further told us that he does not think the

6517 German Lines notified you in London of their intentions in this trade, which is a bit of a surprise to us, as apparently Messrs. Funch, Edye & Co's. instructions came by mail. Mr. Gottheil further undertakes to express some surprise at this action, but we feel confident that the matter was pretty thoroughly discussed during Mr. Cropp's visit on this side, more especially as the gentleman attended but one of the Conference meetings while he was here and practically ignored the Conference in the trade. We had our suspicions at the time that there was
6518 more than "met the eye."

SOUTH AMERICAN TRADES.

"SIEGMUND" We understand this steamer is practically full.

"CHAUCER" We have a full cargo booked for this steamer. She expects to leave New Orleans to-day for Fernandina.

"TENNYSON" is also well in hand.

"SIEGLINDE" Outside of the Tramway's contract and
6519 about 30,000 cases oil, we understand this steamer have very little cargo booked.

"SOLDIER PRINCE," scheduled for the 19th August or earlier: we have considerable shipments of the Tramway's and shall be calling on some contracts.

"SPARTAN PRINCE" We have nothing as yet booked for this steamer.

"BYRON" We have some small bookings of Rio oil at 22c. but we are now reducing our rate to the old basis of 20c. on these steamers, against 18c. and 19c. by the slower
6520 boats. These lower rates we understand are being quoted by the Lloyd Brazileiro and Messrs. Funch, Edye & Co.

Regarding the move made by the Germans, we have anticipated that they would want a service of at least two steamers a month, and we think that they will further wish to increase their position in this trade, so as to become the leading factor, unless they are held in check by your goodselves. If they put on their present boats regularly the 1st and 19th—for ultimately we presume it will be the 15th of the month—they are at best but an ordinary type of boat and would not command a premium. They

would also probably be obliged to sacrifice the outport 6521
trade, or in making these calls sacrifice what little passenger business they may be able to develop. We presume that most of the boats, or at least one boat a month, would proceed regularly through to Rio Grande do Sul, and we hope that this South Brazil business is proving profitable enough to warrant your continuing your interest, more especially as the sailers, who formerly protected this trade, are disappearing and the business has come to stay in steam. It is only a question of time and agreements before we can bring this Brazil business up to a 6522
profitable and closed business, but to accomplish this end we have got to re-establish our popularity with the shippers and operate on broad progressive lines.

Opposition. We enclose copies of the manifests of the "Indiana" "Auchenardan" and the "Hanseat." The Lloyd Brazileiro are now advertising the "Hanseat" for the 25th instant, which steamer arrived to-day; the "Border Knight" for the 10th August; and we note that they have re-chartered the "Nordpol" for a round voyage to Brazil—reported at £950 a month; and they are adver- 6523
tising her for the 28th August and the "Auchenarden" for the 10th September. The "Sergipe" for North Brazil—is advertised for 5th August. The "Goyaz" we note has gone into Barbados on fire.

River Plate.

We confirm Conference cables exchanged, and note that we are to refer all of our shippers to the opposition for room for inflammables. This includes practically everybody and is a most unsatisfactory position to find our- 6524
selves in and to place our shippers in. It stands to reason that Messrs. Barber & Co. will not receive them with open arms and will not give favors without favors in return. The trade now stands that Barber and his friends are in touch with all of the shippers, whereas the Conference is giving a limited service at a limited price to a few shippers only. We are unable to grasp the policy of the Conference and the ulterior aims to recoup the present sacrifices. The Conference and its policy is tremendously unpopular with the shippers, who do not at all like the posi-

6525 tion they are in; and they tell us that shippers who have supported and confined themselves to Barber are now generally "laughing at them."

The outgoing steamers on this berth seem to fill and require little special comment. We are putting forward several of our contract inquiries until late August, which appears to be our first available room.

We hand you herewith our usual report of steamers loading from which you will note that Messrs. Barber & Co. are announcing the "Mereades de Larrinaga" for the
6526 24th instant.

Funch, Edye & Co. We feel quite confident that this firm are making efforts to enter the Plate trade, and we should not be surprised if they utilized the situation in Brazil towards the establishment of a Plate Line.

Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 37.—Daniels 531.

6527 31st January 1908.

Per "Campania"

MESSRS. LAMPORT & HOLT,

Liverpool.

Dear Sirs:

HAMBURG AMERICAN LINE. We cabled you on the 29th instant that this Line was announcing the "PRINZ OSCAR" and "PRINZ ADALBERT" to enter this trade commencing in May. We understand they will confine themselves to the
6528 Brazil berth, but this we doubt, owing to the size and character of the steamers. We are not ourselves positive that the announcement is serious, although we have no reason for thinking otherwise.

We asked you by cable yesterday if you would consider entering the New York Hamburg trade—passenger and freight—with a fortnightly service. This is a very sensitive spot with the Hamburg Line and you would find it necessary to authorize contracts for six months or a year and undertake at least a fortnightly service. In case of any adjustment, unquestionably the other Line would

take over your contracts. We also asked if you would consider joining others—the Continental Line now operating this trade with time-charter boats would probably welcome an ally. 6529

PASSENGERS. We cabled you that we were considering making a contract with the International Harvester Co. for their exports for the season: these will probably run up to about 100 men, two-thirds of whom would be on return tickets. These are now traveling via Europe by the White Star and Royal Mail second cabin at $125.00 through to Buenos Aires—$40.00 Atlantic and $85.00 from Southampton. We do not think we will be able to get them second cabin by our steamers, although we have offered to contract at $85.00 from New York direct. We have also invited a counter proposal from the Harvester Co. which when we receive it we shall cable you. This will probably be for the first cabin all the way through. In view of the Germans coming on, etc., we favor getting all of these contracts by us. 6530

6531

TRAMWAY CO. We advised you that these gentlemen had an open rate from the three opposition Lines at $5.00 landed on all pieces up to three (3) tons, and are in receipt of your cable advice that this rate would hardly cover expenses, but authorizing us to quote $4.00 F. F. A., if we thought it desirable.

Again, the situation in this trade is what we might call demoralized. The Prince Line seems to be having the most difficulty to establish a clientele and are cutting rates broadly. The "CASTILLIAN PRINCE" went out with 36,000 cases oil, mostly on an 11c. basis to Rio de Janeiro. The "SIEGMUND" seems to have picked up a very good general cargo, as per manifest enclosed. The rates were practically anything they could get. You will note the amount of South Brazil cargo they are developing. 6532

LINLEY & CO. These friends were called disloyal on account of the shipments of the Columbia Oil Co. by outside steamers. We shall duly check and return their claims.

6533

We are,
Dear Sirs,
Yours faithfully,
BUSK & JEVONS.

Petitioner's Exhibit 38.—Daniels 532.

19th February, 1908.

Per "Etruria."

MESSRS. LAMPORT & HOLT,
6534 Liverpool.
Dear Sirs:—

BRAZIL CONFERENCE. We are pleased to note that this has been agreed upon and thank you for your cable, giving us the particulars of the Pool, etc. We cabled you on the 15th instant that we thought that staples could be advanced at once to minimum rates, pointing out that of course this would give the Lloyd Brazileiro an opportunity to fill their steamers at cut rates, and also mentioned the
6535 fact that we did not think six steamers a month scheduled could possibly fill. We note that each Line between now and the 1st July loads for its own account.

We understand that both the Germans and the Prince Line have heavy bookings made of oil at 10/12c. and lumber at $7.50 per M, and a very small amount of other bookings at proportionate figures. We have now agreed on working rates for staples, as per enclosed list; other cargo tariff. This should give us, of course, a large advantage between now and July, as we shall probably get
6536 the first pick of all the cargo at equal rates and will be able to make comparatively strong showings on your regular steamers.

We are,
Dear Sirs,
Yours faithfully,
BUSK & JEVONS.

Petitioner's Exhibit 42.—Daniels 533. 6537

Aug. 27, 1907.

MESSRS. LAMPORT & HOLT,
Liverpool.

Dear Sirs:

SOUTH AMERICAN TRADES.

We have to thank the Prince Line for their cable of the 23rd asking us to take the necessary steps in the South American Trades during their present confusion and pending further instructions to protect their interests. Also Messrs. Lamport & Holt, under date of the 28th, advising us that all Brazil and Plate agreements were terminated. We have more or less anticipated these cables and position, and on going business have used our discretion. We are pleased to say that we have the "Byron" practically a full ship for her sailing, and we have made comparatively few reductions. We have held our oil rate 16c. to Bahia and Santos, 20c. to Rio. Our general cargo rates only slight concessions. In fact we find that on the "Byron" and "Tennyson," sailing with their regularity, we can command certain classes of freight at a premium over the rates asked by other boats, and we propose, subject to your approval, to take advantage of this position and to use these two boats as a thermometer, so to speak, for the tests of the market. In holding our rates we gain in some instances but lose business of course in others. Regarding the other steamers, both of Lamport & Holt and of the Prince, and that to secure freight we must meet the going conditions and the rates quoted by our freighters. We have following the Byron now loading decided to quote rates not, that is, without primage, as the question of primage seems to rankle in the minds of the trade, and as both the Germans and the Brazilians are making all their quotations net.

6538 6539 6540

We are pleased to say Messrs. Funch, Edye & Co. have agreed to give us two-thirds of the contracts made since the Hamburg-American and Hamburg-South American came into the field, and that they have abandoned to us the contracts made prior to this date, such as the Rio

1635

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would also probably be obliged to sacrifice the outport trade, or in making these calls sacrifice what little passenger business they may be able to develop. We presume that most of the boats, or at least one boat a month, would proceed regularly through to Rio Grande do Sul, and we hope that this South Brazil business is proving profitable enough to warrant your continuing your interest, more especially as the sailers, who formerly protected this trade, are disappearing and the business has come to stay in steam. It is only a question of time and agreements before we can bring this Brazil business up to a profitable and closed business, but to accomplish this end we have got to re-establish our popularity with the shippers and operate on broad progressive lines. 6521 6522

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6525 tion they are in; and they tell us that shippers who have supported and confined themselves to Barber are now generally "laughing at them."

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Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 37.—Daniels 531.

6527 31st January 1908.

Per "Campania"

MESSRS. LAMPORT & HOLT,

Liverpool.

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HAMBURG AMERICAN LINE. We cabled you on the 29th instant that this Line was announcing the "PRINZ OSCAR" and "PRINZ ADALBERT" to enter this trade commencing in May. We understand they will confine themselves to the
6528 Brazil berth, but this we doubt, owing to the size and character of the steamers. We are not ourselves positive that the announcement is serious, although we have no reason for thinking otherwise.

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consider joining others—the Continental Line now operating this trade with time-charter boats would probably welcome an ally.

PASSENGERS. We cabled you that we were considering making a contract with the International Harvester Co. for their exports for the season: these will probably run up to about 100 men, two-thirds of whom would be on return tickets. These are now traveling via Europe by the White Star and Royal Mail second cabin at $125.00 6530
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cases oil, mostly on an 11c. basis to Rio de Janeiro. The "SIEGMUND" seems to have picked up a very good general cargo, as per manifest enclosed. The rates were practically anything they could get. You will note the amount of South Brazil cargo they are developing.

LINLEY & Co. These friends were called disloyal on account of the shipments of the Columbia Oil Co. by outside steamers. We shall duly check and return their claims.

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Dear Sirs,
Yours faithfully,
BUSK & JEVONS.

Petitioner's Exhibit 38.—Daniels 532.

19th February, 1908.

Per "Etruria."

MESSRS. LAMPORT & HOLT,
6534 Liverpool.

Dear Sirs:—

BRAZIL CONFERENCE. We are pleased to note that this has been agreed upon and thank you for your cable, giving us the particulars of the Pool, etc. We cabled you on the 15th instant that we thought that staples could be advanced at once to minimum rates, pointing out that of course this would give the Lloyd Brazileiro an opportunity to fill their steamers at cut rates, and also mentioned the
6535 fact that we did not think six steamers a month scheduled could possibly fill. We note that each Line between now and the 1st July loads for its own account.

We understand that both the Germans and the Prince Line have heavy bookings made of oil at 10/12c. and lumber at $7.50 per M, and a very small amount of other bookings at proportionate figures. We have now agreed on working rates for staples, as per enclosed list; other cargo tariff. This should give us, of course, a large advantage between now and July, as we shall probably get
6536 the first pick of all the cargo at equal rates and will be able to make comparatively strong showings on your regular steamers.

We are,
Dear Sirs,
Yours faithfully,
BUSK & JEVONS.

Petitioner's Exhibit 42.—Daniels 533. 6537

Aug. 27, 1907.

MESSRS. LAMPORT & HOLT,

Liverpool.

Dear Sirs:

SOUTH AMERICAN TRADES.

We have to thank the Prince Line for their cable of the 23rd asking us to take the necessary steps in the South American Trades during their present confusion and pending further instructions to protect their interests. Also Messrs. Lamport & Holt, under date of the 28th, advising us that all Brazil and Plate agreements were terminated. We have more or less anticipated these cables and position, and on going business have used our discretion. We are pleased to say that we have the "Byron" practically a full ship for her sailing, and we have made comparatively few reductions. We have held our oil rate 16c. to Bahia and Santos, 20c. to Rio. Our general cargo rates only slight concessions. In fact we find that on the "Byron" and "Tennyson," sailing with their regularity, we can command certain classes of freight at a premium over the rates asked by other boats, and we propose, subject to your approval, to take advantage of this position and to use these two boats as a thermometer, so to speak, for the tests of the market. In holding our rates we gain in some instances but lose business of course in others. Regarding the other steamers, both of Lamport & Holt and of the Prince, and that to secure freight we must meet the going conditions and the rates quoted by our freighters. We have following the Byron now loading decided to quote rates not, that is, without primage, as the question of primage seems to rankle in the minds of the trade, and as both the Germans and the Brazilians are making all their quotations net.

6538 6539 6540

We are pleased to say Messrs. Funch, Edye & Co. have agreed to give us two-thirds of the contracts made since the Hamburg-American and Hamburg-South American came into the field, and that they have abandoned to us the contracts made prior to this date, such as the Rio

6541 Tramway contract and Burnham-Williams. We have consequently not had to take the case before the Committee of the Produce Exchange and have withdrawn our complaint.

We will send you by Saturday's mail list and rates of our bookings in detail. We are pleased to say that we have made some large bookings of fish on the basis of 80c. a tub and 10% primage, which with the rails and heavy cargo of the Tramway will show good freight results. "The Spartan Prince" now loading, has about 100,000
6542 feet of cargo booked, and we shall probably have to scratch around a good deal to secure the balance of the cargo. The "Castillian Prince" stopping at Fernandino, we have been able to book three-quarters full without cutting the rates at all, as we have so far not had any opposition at this port. We shall also hope to get the "Grecian Prince" out the end of September very largely with contract freight and with only a small amount of new bookings. This leaves the market rather bare for the Lloyd Brazileiro and the Germans to compete against each other.

6543 To the River Plate we now confirm our advice of last evening advising you that Nortons had issued a circular, copy of which we enclose, withdrawing and cancelling all bonuses. We await your instructions, as we presume you will want us to take some steps so that you will not go on with bonus liabilities without some quid pro quo. We hear rumors that Nortons have taken on a large contract with the Steel Co. but we lack confirmation, and we rather doubt Messrs. Corfield-Bucknalls in any way anticipating the breaking up of the conference. We are trying to
6544 secure Bahia Blanca cargo for the "Virgil"; in which case we should ask permission to load full to La Plata instead of Buenos Aires, but in other respects we are not trying to take all the cargo in this trade, especially as there are so many boats apparently anxious to compete and the loss in the business is so heavy. We, however, take it for granted that when there is the opportunity and when you desire to avail of it you will give us instructions as to how we can secure and protect and increase interest in future business.

Yours faithfully,

No doubt in Brazil our better service is contracting. in 6545

Petitioner's Exhibit 207.—Johnson 525.

Copy of cablegram received from Hard, Rand & Co., January 14th, 1913.

Hard, Rand & Co. Santos say
Not interested
Unless
New York & New Orleans
Hard, Rand & Co. Rio say 6546
No reliance can be placed on
Load dates
Are subject to
Great delay
Rio and/or Santos
In view of
Present financial position (of)
Lloyd Brazileiro
Chance
Cargo of 6547
Embargoed
Do not consider
Lloyd Brazileiro
Legitimate competition

Petitioner's Exhibit 46.—Daniels 533.

Per "Carmania." 6th December, 1907.

Messrs. Lamport & Holt,
Liverpool. 6548

Dear Sirs:—

Since writing on the 29th ultimo, we have the pleasure of acknowledging the receipt of your favors of the 22nd, 23rd and 27th idem. We confirm cables exchanged, as per copies herewith.

"Tennyson" sailed on the 5th, as scheduled, with a full cargo of about 127,000 cu. ft., 25 cabin and 48 steerage passengers; her total earnings amount to $26,686, approximately.

6549 We were sorry to receive your cable this morning expressing dissappointment in connection with the report on this steamer, and confirm our reply advising you that in our opinion the "TENNYSON" averaged 20% more freight than any competing steamer. From figures that we have before us, we think she made nearer 25% in some instances. We were flattering ourselves that we had done rather well on the steamer and we doubt if we shall do as well in the future, owing to the keen competition, which is getting keener each day.

6550 ADVERTISING. Referring to your letter of the 22nd ultimo, the "Shipping Illustrated," is, as you know, controlled by Mr. Seager and we considered that our advertisement remained rather as a compliment to the old conditions than of any material value, although, on the other hand, the cost is not very heavy, but we purposely did not enlarge in this particular paper, on account of its control. We have, however, changed our advertisement to conform to your wishes. This paper has also asked us some time for pictures and
6551 plans of the "VERDI" and desire to feature the service as soon as we can give them matter, which we had purposed doing on receipt of the data and material from your good selves.

We are,
Dear, Sirs,
Yours faithfully,
BUSK & JEVONS.

Petitioner's Exhibit 57.—Daniels 535.

6552 30th July, 1908.

"Per Campania"

MESSRS. LAMPORT & HOLT.
Liverpool.

Dear Sirs:

SOUTH AMERICAN TRADES
BRAZIL

The first general meeting of the agents was held on

Wednesday and we now enclose copy of the minutes, showing the positions of the steamers, a partial amount of bookings and the few contracts that are running. The minutes are rather simplified from the older form in case of any question with the Government. 6553

In carefully going through your memorandum of the agreement between the Principals, the only questions that came up were the interpretation of what constituted a freight ton as the basis of charter—you will recollect that we mentioned this to you in an earlier letter. A list of all articles that are to be taken at a parcel rate is being made up and our colleagues may have some suggestions when the list is complete. Please let us know your wishes whether the boats should be paid on a ton of 40 cubic feet or 2240 lbs., steamer's option, or whether you wish certain of the staples, such as case oil, rosin, lumber etc., figured on the basis of freight ton exceeding displacement of 40 cu. ft. We note the paragraph on lifts, that 75% of the freight on any lift over two tons goes to the steamer. 6554

We are putting into force the minutes of your June meeting, making the minimum rate 20c. per cu. ft. and we are revising our entire freight tariff accordingly. We cabled you from the meeting asking whether you wished us to add 10% to our rates, which would really be a 10% advance over the minimum, making the actual minimum 22½c. per cu. ft. Our colleagues seem to think, in view of the paragraph in the Principal's agreement stating that rebates were under consideration, but would not be operated, that it would be a questionable policy to increase our rates to the extent of 10% primage at the present moment, especially as the Lloyd Brazileiro boats are not only filling but are turning away cargo and are being very generally supported. An advance in our rates would enable them to advance their own rates closer to our figures and any idea of the possibility of again putting on the rebate system would make the shippers still more anxious to favor the Lloyd Brazileiro Line, as the rebate, of course, is not popular. 6555 6556

The writer has this morning received Mr. Cook's cable expressing dissatisfaction with the conference cable and we have replied in explanation much as above. The agents

6557 feel collectively that they are here to obey instructions that may be sent and we were very loath to dispatch from our first meeting a cable that showed any question on our part here. We presumed really that the primage was intended to provide a fund for a rebate system and as you had for the time being waived the rebate you might with the facts as they appeared here, reconsider the ten per cent increase until such time as you were prepared to put in operation a rebate system.

We enclose a copy of the manifest of the "Hughenden"
6558 showing a very general support amongst the shippers, as we have before stated. We understand the Lloyds have filled their next steamer and are practically refusing business.

We have notified the Tramway people that their present rates will cease. We presume that there is still some closed business that they will ask us to put forward. They will also be asking us for a proposal for some future terms with them. We understand they have recently raised about fifteen million dollars for the extension of their
6559 plants and at least two-thirds of this will be expended for equipments. These friends also tell us to-day that the Bahia and Rio Grande Developing Companies have been largely financed on your side and in France and that most of the material for these Companies will be purchased abroad. They ask us if it will be any advantage to your goodselves if they were able to advise you from time to time of the contracts that will come into the market and if we can influence the booking for the European Conference through your goodselves. This query of course is to be treated confidentially.

6560 LLOYD BRAZILEIRO. This Line announces the "Kelvingrove" for the 8th August, "Polarstjernen" for the 25th August and the "Dagestan" for the 10th September, apparently a freight service to Central and South Brazil of two steamers a month.

REBATES. We enclose a batch of rebates, as per enclosed list.

We are, Dear Sirs,

Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 143.—Daniels 535. 6561

Per S. S. "Lusitania."

Liverpool, 25th July, 1908.

MESSRS. BUSK & JEVONS,
New York.

Dear Sirs:

We are further informing you that the question of the Brazil steamers making a call at Savannah and the remuneration they will receive for so doing will be settled on 6562
this side. We will not allow the Prince and German Lines as suggested to undertake this business outside of the pool, and our agreement, which provides for the berth trade from the whole of the United States, will support this attitude on our part.

Yours truly,

LAMPORT & HOLT.

Petitioner's Exhibit 15.—Daniels 535. 6563

13th March, 1912.

THE NATIONAL CASH REGISTER CO.,
11 Broadway,
New York City.

Dear Sirs:—

Referring to a contract for your Brazil freight, we shall be glad to accept your freight at the following terms:

CASH REGISTERS;	Pernambuco	36c.	
	Bahia	39c.	6564
	Rio de Janeiro	33c.	
	Santos	33c.	
	Rio Grande do Sul	39c.	
	Porto Alegre	51c.	
PAPER;	Pernambuco	26c.	
	Bahia	29c.	
	Rio de Janeiro	23c.	
	Santos	23c.	
	Rio Grande do Sul	39c.	
	Porto Alegre	41c.	

6565 To Rio de Janeiro there is an additional charge of 4½c. per cu. ft. conditional upon the goods being landed on the quay, in which case our agents will give a certificate and the money be refunded.

You have the option of shipping by the Prince and German Lines as well as the Lamport & Holt Line.

The Lamport & Holt Line has the option of charging 10% primage, we undertaking to advise you in advance of any shipments we propose to exercise this option.

These rates cover your forward shipments three months
6566 ahead and the agreement as a whole to be subject to thirty days' notice of cancellation by either party.

Hoping that this is satisfactory and that we shall have your confirmation, we are, Dear sirs,

Yours faithfully,

(Sd) BUSK & DANIELS.

LD/JS

New York, March 21, 1912.

LYC-B

MESSRS. BUSK & DANIELS,

6567 Produce Exchange,

New York City.

Gentlemen:—

Referring to your letter of March 13, quoting the following rates to Brazil:

Pernambuco	36c.
Bahia	39c.
Rio de Janeiro	33c.
Santos	33c.
6568 Rio Grande do Sul	39c.
Porto Alegre	51c.

Paper 10% less than the above to each port.

We accept these rates and the provisions of your letter as a contract, with the understanding that the agreement is to run indefinitely, but subject to 30 days notice of withdrawal by either party.

Yours very truly,

THE NATIONAL CASH REGISTER CO.

(SD) L. Y. GIBSON.

New York Forwarding Agent.

Petitioner's Exhibit 102.—Daniels 395. Daniels 535. 6569

Via Queenstown

Liverpool 18 July 1908

Messrs. Busk & Jevons,

New York.

Dear Sirs:

Coffee.

We send you by this mail under separate cover a few extra copies of the circulars referred to in our last letter under this heading, which you can keep by you for use in case of need, but you will understand that they are not under any circumstances to be distributed amongst consignees not being also shippers of coffee from Brazil. Of course, we should not object to Messrs. Hard & Rand, to whom they have already been sent direct, or Mr. Sielcken having an extra copy in case of need. 6570

Yours truly,

(Sd) Lamport & Holt. 6571

Petitioner's Exhibit 68.—Daniels 540.

Per "Umbria" 9th October, 1908.

Messrs. Lamport & Holt,

Liverpool.

Dear Sirs:—

Coffee.

6572

We are in receipt of your private letter of the 30th ultimo, enclosing a copy of the agreement at Santos. Your remarks have our attention. We are,

Dear Sirs,

Yours faithfully,

LD/JS

Busk & Jevons.

6573 **Petitioner's Exhibit 208.—Daniels 644.**

1907

Steamer	Date	Coffee Bags	Tons Rubber	Tons Miscellaneous
Virgil	Jan. 5th, 1907	47345	9	81
Cervantes	10th, 1907	8953		
Camoens	16th, 1907	31950	18	51
Tennyson	22nd, 1907	11992	8	86
Canning	Feb. 7th, 1907	78033	10	117
Raphael	19th, 1907	7823	30	270
6574 Byron	23rd, 1907	7127	12	507
Thespis	Mar. 5th, 1907	13301		
Terrence	18th, 1907	48564	20	354
Tennyson	25th, 1907	48964	14	333
Titian	Apr. 4th, 1907	61645	7	363
Calderon	23rd, 1907	1137		
Byron	22nd, 1907	33074	15	240
Tintoretto	25th, 1907	82056		
Camoens	May 6th, 1907	57581	37	376
Tennyson	20th, 1907	18191	22	167
6575 Cavour	June 10th, 1907	23750		
Thespis	17th, 1907	41345	15	166
Byron	21st, 1907	14781	52	14
Terrence	July 2nd, 1907	72720	37	6
Titian	17th, 1907	68923	32	75
Tennyson	22nd, 1907	43282	41	101
Calderon	Aug. 4th, 1907	69326	23	102
Byron	21st, 1907	36204	11	77
Tintoretto	24th, 1907	61365		
Camoens	Sept. 6th, 1907	25557	17	162
6576 Virgil	15th, 1907	24306	5	11
Canning	21st, 1907	54108	23	300
Tennyson	23rd, 1907	19149		
Thespis	Oct. 7th, 1907	42637	18	225
Byron	24th, 1907	38804	23	486
Terrence	25th, 1907	44289	8	100
Voltaire	Nov. 7th, 1907	46035	5	436
Tennyson	25th, 1907	41779	13	368
Calderon	Dec. 2nd, 1907	51997		262
Tintoretto	15th, 1907	32650	7	376

Byron	23rd,	1907	37834		38	6577
			1449177	532	6250.	
1908.						
Camoens	Jan.	2nd,	73792		87	
Canning		19th,	73999		158	
Tennyson		27th,	36498		232	
Thespis	Feb.	3rd,	53678			
Velasquez		7th,	12593		75	
Terrence		21st,	70172	6	273	
Byron		24th,	39954			6578
Voltaire	Mar.	12th,	19932	5	250	
Calderon		18th,	20454		470	
Tennyson		23rd,	36583	8	204	
Verdi	Apr.	6th,	9000	1	235	
Tintoretto		6th,	77660			
Byron		20th,	23436	15	16	
Velasquez	May	6th,	8894	25	3	
Thespis		18th,	41691			
Tennyson		19th,	11121	16	8	
Terrence	June	2nd,	24069			
Voltaire		5th,	9012	25	201	6579
Sallust		20th,	20870		239	
Byron		21st,	19562	9	73	
Titian		29th,	14572			
Verdi	July	5th,	16568	34	76	
Calderon		15th,	15657	53	101	
Tennyson		21st,	28840	17	32	
Rossetti	Aug.	2nd,	35773			
Velasquez		5th,	20979	39	210	
Byron		20th,	25070		46	
Tintoretto		31st,	65198			6580
Voltaire	Sept.	6th,	24330	22	223	
Terence		20th,	80595			
Tennyson		21st,	39473	24	38	
Verdi	Oct.	8th,	23100	60	422	
Byron		22nd,	42631	18	58	
Canning	Nov.	4th,	105217			
Calderon		11th,	76886			
Titian		10th,	85920			
Tennyson		22nd,	46483	11	161	
Rossetti	Dec.	3rd,	101691			

6581	Voltaire	10th,	29302	73	266
	Camoens	13th,	74465		
	Byron	23rd,	44365	19	126
	Tintoretto	29th,	87812		
			1765897	480	4283
	1909.				
	Verdi	Jan. 5th,	33648	25	363
	Terence	13th,	84929		259
	Tennyson	20th,	48969	4	195
6582	Cervantes	Feb. 13th,	91077		
	Cavour	17th,	24062	25	193
	Byron	23rd,	43846	12	19
	Madura	23rd,	108157		
	Titian	22nd,	88072		
	Calderon	Mar. 11th,	77612		
	Voltaire	13th,	51884	33	160
	Camoens	23rd,	73995		
	Tennyson	25th,	44572	29	102
	Verdi	Apr. 5th,	10752	15	232
6583	Rossetti	8th,	22887		
	Byron	19th,	14500	5	106
	Tintoretti	20th,	405	16	650
	Thespis	May 1st,	422	37	12
	Tennyson	17th,	6350	5	22
	Tocantins	26th,	7500		
	Cavour	June 1st,	500	20	166
	Voltaire	9th,	13783	13	73
	Byron	19th,	16370	47	74
	Verdi	July 6th,	12488	16	29
	Camoens	July 18th,		60	229
6584	Tennyson	21st,	22620	16	101
	Canova	30th,	38661		
	Vasari	Aug. 5th,	16430	47	106
	Tintoretto	12th,	26606	20	109
	Byron	21st,	40373	20	68
	Thespis	25th,	46231		
	Voltaire	Sept. 6th,	19233	13	200
	Terence	10th,	86015		
	Tennyson	21st	37703	34	180
	Cavour	28th,	41072		
	Verdi	Oct. 5th,	18504	40	191

Calderon		11th,	81672			6585
Byron		22nd,	39501	26½	394	
Titian	Nov.	2nd,	91459			
Vasari		6th,	36505	53	664	
Tennyson		22nd,	42812	29	327	
Canova		22nd,	85904			
Tintoretto	Dec.	7th,	84086		355	
Voltaire		10th,	34254	8½	442	
Thespis		17th,	88661	19	163	
Byron		21st,	42929	1	167	
			1898009	689	6351	6586
1910.						
Terrence	Jan.	1st,	88332			
Verdi		4th,	31327	4	20	
Cavour		15th,	35268	17	70	
Tennyson		21st,	24531	20	49	
Calderon		26th,	12650	37	437	
Vasari	Feb.	6th,	15542	25	339	
Byron		20th,	33055	38	250	
Voltaire	Mar.	10th,	28676	36	84	
Titian		18th,	12158			6587
Tennyson		21st,	11942	13	152	
Verdi	Apr.	5th,	18268	23	140	
Thespis		5th,	9120			
Byron		19th,	17260	14	50	
Terrence		21st,	1587			
Vasari	May	5th,	8914	26	26	
Tennyson		21st,	22999	36	184	
Canning		24th,	750			
Voltaire	June	5th,	9779	49	39	
Camoens		3rd,	785			6588
Byron		18th,	8228	75	70	
Titian		20th,	2774			
Verdi	July	4th,	2660	11	6	
Tintoretto		8th,	400			
Tennyson		21st,	45624	43½	136	
Thespis		28th,	74102	3	126	
Vasari	Aug.	3rd,	16993	18	5	
Terence		18th,	57960			
Byron		20th,	23205	57	40	
Calderon		21st,	25429			

6589	Voltaire	Sept. 5th,	5734	14	6
	Canning	15th,	95757	1	
	Tennyson	20th,	32945	16	113
	Cervantes	22nd,	36113		
	Camoens	Oct. 4th,	52238		
	Verdi	4th,	8879	23	26
	Byron	22nd,	10973	10	155
	Titian	22nd,	16884		
	Tintoretto	Nov. 7th,	25860		452
	Vasari	8th,	2072	6	94
6590	Thespis	18th,	83931		
	Tennyson	22nd,	21473	4	107
	Terence	30th,	53118		
	Voltaire	Dec. 9th,	8106	2	174
	Calderon,	15th,	76118		
	Byron	21st,	20762	11	155
			1191281	632½	3505
	1911.				
	Verdi	Jan. 4th,	5281	44	80
	Cervantes	14th,	31451		70
6591	Tennyson	22nd,	22238		50
	Camoens	25th,	36135		
	Vasari	Feb. 4th,	5356	2	150
	Titian	10th,	6569		
	Byron	23rd,	13776	6	215
	Terence	March 3rd,	3595	24	245
	Thespis	14th,	53884		190
	Tennyson	23rd,	6650	5	57
	Romney	April 1st,	14787	21	91
	Verdi	4th	4074		102
6592	Cavour	10th,	57170		
	Calderon	17th,	12527	2	434
	Byron	23rd,	13723	25	4
	Vasari	May 5th,	13922	10	154
	Rosetti	17th,	29317	5	64
	Tennyson	23rd,	8458		37
	Canning	27th,	11574		
	Voltaire	June 6th,	4402	17	160
	Titian	June 6th,	12309		
	Camoens	19th,	32592	13	88
	Byron	21st,	20079	6	30

Verdi	July	4th,	3172	15	16	6593
Thespis		4th,	22858			
Romney		20th,	21022	5	103	
Tennyson		24th,	15219	36	54	
Cavour	Aug.	4th,	36012			
Vasari		4th,	440		27	
Calderon		13th,	30489			
Byron		21st,	20343	10	196	
Terence		28th,	22231	25	27	
Voltaire	Sept.	3rd,	15782	30	27	
Rossetti		11th,	58227			6594
Tennyson		22nd,	49249	17	71	
Tremont		26th,	64357			
Verdi	Oct.	4th,	28857		95	
Titian		12th,	36000	17	368	
Byron		23rd,	11634	6	132	
Cervantes		28th,	61541			
Vasari	Nov.	4th,	11071		10	
Camoens		6th,	25559			
Thespis		13th,	45114			
Tintoretto	Nov.	23rd,	37500			
Tennyson		26th,	15544		148	6595
Cavour	Dec.	4th,	60036			
Voltaire		6th,	5683		9	
Calderon		13th,	71986		120	
Byron		21st,	30908		48	
Lincolnshire		26th,	82500			
			1303201	350	3672	
1912.						
Verdi	Jan.	3rd,	16879	83	6	
Terence		7th,	49231	32	1088	6596
Sallust		19th,	69797			
Tennyson		24th,	37849	5	7	
Tremont	Feb.	1st,	20972		15	
Vasari		4th,	12701	78	156	
Titian		15th,	41422			
Tripoli		15th,	599984			
Byron		23rd,	11533	25	137	
Voltaire	March	7th,	810	31	195	
Thespis		7th,	45417			
Tennyson		23rd,	19483	9	116	

6597	Cavour		30th,	11508		
	Verdi	April	3rd,	17576	112	137
	Byron		23rd,	23730	33	33
	Vasari	May	5th,		19	47
	Terence		6th,	49421		
	Canning		8th,	7655		
	Tennyson		24th,	22968		18
	Voltaire	June	7th,	9989	4	248
	Titian		19th,		3	349
	Byron		23rd,	5038	13	179
6598	Thespis		27th,	14946	26	86
	Verdi	July	4th,	6132	13	12
	Camoens		9th,	68718		
	Tennyson		27th,	7650	27	173
	Cavour		31st,	79961		
	Vasari	Aug.	5th,	6993	17	16
	Byron		25th,	14218	32	52
	Siddons	Sept.	3rd,	81227		
	Voltaire		5th,	4224	1½	4
	Verdi	Oct.	5th,	2000	6	55
6599	Canning		7th,	69038		2
	Tennyson		14th,	36455		19
	Titian		29th,	71812		
	Byron	Nov.	1st,	20133		393
	Vasari		5th,	9536	2	126
	Camoens		15th,	64478		392
	Vestris		19th,	10860		
	Cervantes	Dec.	4th,	25525	1	461
	Voltaire		6th,	11190		11
	Thespis		25th,	78630	7	727
6600				1217689	579½	4960

Petitioner's Exhibit 209.—Daniels 645.

Cable from Lamport & Holt, Liverpool, to Busk & Daniels, New York, dated 14th February, 1908.

Concluded agreement with Prince and Hamburg Lines stop all reductions tariff rates articles make immediate joint recommendation Principals as to possibility immediate increase on staples.

Petitioner's Exhibit 210.—Daniels 645. 6601

Cable from Busk & Jevons to Lamport & Holt, Liverpool, dated 15th February, 1908.

Recommend staples to be advanced at once to minima. Do not expect ships present schedule will have full cargo. No doubt Lloyd will undercut. Proposed minimum oil 16c. F. F. A. Rio others in proportion.

Petitioner's Exhibit 211.—Daniels 645.

Per "Umbria." 6602

14th August, 1908.

Messrs. Lamport & Holt,

Liverpool.

Dear Sirs:—

Wharf. We note the remarks in your letter of the 1st instant and that you consider the charges of the Dock Company an imposition, but of course these are regulated by 6603 the supply and demand, and we doubt not that you will be pleased to know that where other Lines are paying the maximum for each day, we have been able to secure for you a considerable advantage.

McLaughlin. We are in receipt of your cable of the 10th instant, but a copy of our letter to Messrs. McLaughlin, giving them this information, has probably already reached you. We have held out hopes to Messrs. McLaughlin that you could probably arrange to allow them a rebate on their 6604 Santos shipments, under some special agreement connected with the existing rebate, or however you might be able to work it, which we trust you will be able to do.

Schedule of "V" Boats. During the scarcity of freight in the Brazilian market, we trust you can authorize us to cut down the amount of freight for Brazilian ports and to expedite the schedule somewhat. We think the boats could reach Buenos Aires three days earlier and that such an itinerary would be largely to your advantage.

6605 We are,
Dear Sirs,
Yours faithfully,
BUSK & JEVONS.

LD/JS.

Petitioner's Exhibit 44.—Daniels 663.

Per SS "Campania"

Sept. 5th, 1907.

6606 James Knott, Esq.,
Prince Line Ltd.,
Newcastle-on-Tyne.

Dear Sirs:—

Regarding rebates, although we have issued a circular in the Plate trade for account of the Prince Line cancelling
6607 bonus circulars, we have allowed Brazil to remain, as we understand that the original Brazil circular limited the shipments to the lines issuing the circular and did not specify any exemptions. We are therefore claiming in Brazil that shipments by the German Lines will invalidate rebate claims on both the Lamport & Holt and Prince, and we further understand that the German Lines are more or less recognizing the position and intimating to shippers that they will pay up the back rebates that are due them from the Lamport & Holt and Prince Lines. We do not think the Germans are serious in this matter, but it works in
6608 our favor, as the shippers hesitate to lose their rebate and the position that the Germans are taking makes them think that they are likely to do so.

Yours faithfully,
BUSK & JEVONS.

Petitioner's Exhibit 214.—Gerhard 709.

PAUL F. GERHARD & Co., Cable Address, "Victor,"
New York.

Steamship Agents, Ship Brokers and Forwarding Agents.

General Agents

PRINCE LINE

for

Brazil, River Plate

and

South Africa.

1906.
Use Watkins' Code With Appendix
Standard Shipping Code
Scott's Code, 10th Edition,

Telephones, Nos. 254 and 255 Broad

Offices: 707-711 Maritime Bldg. 8-10 Bridge Street.

6609

6610

New York, Nov. 4, 1912.

The Barber Asphalt Paving Co.,

Agents for Carlos A. de Miranda Jordao & Co., of Rio de Janeiro, Philadelphia, Pa.

Gentlemen:

6611

We now beg to confirm contract made with you today for all your shipments of Asphalt and Residuum (in customary barrels) under your control, from New York to Rio de Janeiro, Brazil, during the next three months, and contract to continue thereafter subject to thirty (30) days notice by either party, on the following terms, viz:—

By steamer of the Prince Line & Hamburg-South American Line, Hamburg American Line, Joint Service.$7.20 net

By steamers of the Lamport & Holt Line.....$7.20 subject to 10% primage

6612

All the above per ton of 2240 lbs., gross weight, prepaid on signing Bills of Lading, and free from alongside.

Please note that the following clause will be inserted in Bills of Lading, to be signed by you, viz:—

To be taken from alongside the steamer by consignees of goods at their risk and expense immediately the steamer is ready to deliver, also by night if desired by the owners of the steamer or their Agents; in the case of Pernambuco, whether the steamer discharges in the roads or in the harbor; in default, the Agents of the steamer to have the option of landing the goods at expense (including dock dues) and risk of consignees.

6613 Consignees to send a competent representative, who will sign receipts for each lighter load before it leaves steamer's side, otherwise the steamer will not be responsible for any claims on the cargo.

In the event of discharge being made by steamer direct on to the new quays at Rio de Janeiro, instead of into lighter, in accordance with the conditions set forth above, consignees to pay an additional freight of 5/— per ton, representing the difference between the f. f. a. and landed rate.

6614 In the event of the consignees refusing to carry out the conditions of this clause, the shipper shall be held, and hereby holds himself, responsible for all expenses incurred thereby.

We have written this letter in duplicate; kindly keep one and return the other approved by you.

Yours faithfully,

(S) PAUL F. GERHARD & Co.,

P. H. CONNOR,

General Agents.

HC/NJM

6615 *Approved*:

THE BARBER ASPHALT PAVING COMPANY,

By (S) FRANK SEAMAN,

Ass't. Secretary.

As Agents for Jordao & Co.

Petitioner's Exhibit 215.—Gerhard 709.

PAUL F. GERHARD & Co.,

6616 Steamship Agents, Ship Brokers and Forwarding Agents.

General Agents
PRINCE LINE
for
Brazil, River Plate
and
South Africa.

Cable Address, "Victor," New York.
Use Watkins' Code With Appendix
Standard Shipping Code
Scott's Code, 10th Edition, 1906.
Telephones, Nos. 254 and 255 Broad
Offices: 707-711 Maritime Bldg. 8-10 Bridge Street.

New York, April 26, 1911. 6617

The Parsons Trading Co.,
20 Vesey St.,
New York City.

Dear Sirs:

Referring to our present freighting agreement made with you dated Nov. 9th, 1910, we now desire to avail ourselves of the 30 days clause contained therein and to withdraw the present rates.

We beg to submit to you the following rates to cover 6618
your shipments of News Printing Paper and Pulp Board from May 26, 1911 and until Dec. 31, 1911:

	If ton of 2240 lbs. does not exceed 70 Cft.	If ton of 2240 lbs. exceeds 70 cu. ft.
To Pernambuco to Dec. 31st	$9.00	$10.20
To Bahia up to July 1st	10.20	11.40
" " July 1st to Dec. 31st	12.00	13.20
" Rio Janeiro to Dec. 31st	7.80	8.40
" Santos to Dec. 31st	7.80	8.40

6619

All per ton of 2240 lbs., landed. The present agreement in all other respects remaining in force.

We have written this letter in duplicate. Kindly keep one and return the other approved by you.

Yours faithfully,
(S) Paul F. Gerhard & Co.
General Agents.

Approved:
(S) The Parsons Trading Co.,
per W. Siebert,
Traffic Manager.

6620

Petitioner's Exhibit 216.—Gerhard 709.

Paul F. Gerhard & Co., Steamship Agents, Ship Brokers and Forwarding Agents.

General Agents
Prince Line

Cable Address, "Victor," New York.
Use Watkins' Code With Appendix
Standard Shipping Code
Scott's Code, 10th Edition, 1906.

6621 for
Brazil, River Plate
and
South Africa.

Telephones, Nos. 254 and 255 Broad
Offices: 707-711 Maritime Bldg. 8-10 Bridge Street.

New York, January 21, 1910.

Messrs. Guinle & Co.
New York City.

Dear Sirs:

6622 We hereby beg to confirm freight agreement made with you by us, acting for the Prince Line, Lamport & Holt Line and Hamburg-South American Steamship Co., and Hamburg-American Line (Joint Service). This agreement to cover the transportation of your entire shipments of lawful merchandise from New York to ports in Brazil named below, on the following terms:—

For Pernambuco, Rio de Janeiro and Santos:

Electrical & Other Machy	$7.00 per Ton Wt. or Meast.		
Electrical Fittings		Ship's Option	
6623 Transmission Towers (Structural Material)	6.00	—do—	
Curved Plates	6.00	—do—	Landed
Car Material	6.00	—do—	
Paint and Varnish	7.50	—do—	
Copper Wire	7.50	—do—	
Lubricating Oil	15c per cubic foot.		

Above rates apply to pieces not exceeding 2 Tons.

Pieces in excess of 2 Tons to pay tariff rates for heavy lifts less 10%.

Locomotives up to 10 Tons—18c per cu. ft., F.F.A.

6624 Bahia to pay above rates F.F.A. or $1.80 per ton additional if landed.

No F.F.A. Bill of Lading to be signed for less than 40 tons.

Goods not provided for in this agreement to pay tariff rates of steamer carrying the goods.

Rio Grande do Sul: To pay 25% over the Contract Rio de Janeiro landed rates, F.F.A.

Porto Alegre: To pay $4.00 per ton weight or measurement, ship's option, over Rio Grande do Sul rates; all landed.

Freight to be prepaid against delivery of Bills of Lading and not subject to any return whatsoever. 6625

F.F.A. cargo to bear the usual signed clause in Bills of Lading.

Shipments by Prince Line and Hamburg Lines to be without primage.

Lamport & Holt to have option of charging 10% primage in addition to the above rates.

The steamship lines agree to provide space on receipt of ample notice of your requirements by steamers of the Prince Line, Lamport & Holt Line and Hamburg-South American Steamship Co., and Hamburg-American Line (Joint Service). 6626

Pieces too large to go below deck, to go on deck at shipper's risk.

It is further agreed that no single piece shall be tendered under this contract exceeding steamers' or ports' handling facilities.

Shipments subject to all conditions of Companies' regular Bills of Lading.

This contract to run during the current month and the three following months, and to run thereafter, subject to 30 days notice of withdrawal on the part of either party, but such notice not to be given before April 1st, 1910. 6627

Yours faithfully,

(S) PAUL F. GERHARD & Co.,
General Agents.

Accepted:—
(S) GUINLE & Co.

6628

Petitioner's Exhibit 217.—Gerhard 751.

STATEMENT SHOWING CARGO CARRIED BY THE PRINCE LINE STEAMERS FROM BRAZIL TO NEW YORK.

——oOo——

PAUL F. GERHARD & Co.,
Agents.

1908

Date of Arrival	Steamers	Coffee Bags	Coffee Tons	Rubber Pounds	Other Cargo Tons	Total Weight Carried Tons	Cargo Capacity of Steamers Tons	Short Cargo Tons
Jan. 19	"Castillian Prince"	25657	1513			1513	2600	1087
Feb. 10	"Spartan Prince"	30172	1778	440	71	1849	4350	2501
Mar. 16	"Swedish Prince"	67575	3983	7744	47	4033	5500	1467
18	"Grecian Prince"	29120	1716			1716	2660	944
April 13	"Castillian Prince"	43686	2575			2575	2600	25
20	"Italian Prince"	6375	376			376	4400	4024
May 8	"Spartan Prince"	11753	694	5847	27	724	4350	3626
18	"Crown Prince"	18704	1103	41615	85	1207	4450	3243
29	"Saxon Prince"	29828	1759	26635	52	1823	5300	3477
June 6	"Corsican Prince"	32474	1915			1915	4300	2385
19	"Grecian Prince"	30920	1823	6600	189	2015	2660	645
30	"Castillian Prince"	11022	650			650	2600	1950
July 10	"Italian Prince"	4898	290			290	4400	3110
29	"Spartan Prince"	17926	1057	1185536	31	1141	4350	3209

Petitioner's Exhibit 751.—(Continued.)

Aug.	20	"Corsican Prince"	24889	1467	87696	58	1564	4300	2736
Sept.	6	"Crown Prince"	46774	2759	48239	57	2838	4450	1612
	17	"Afghan Prince"	46829	2762	33000	38	2815	7800	4985
	30	"Grecian Prince"	44427	2619			2619	2660	41
Oct.	23	"Norman Prince"	51198	3018	55000	67	3110	5300	2190
Nov.	4	"Italian Prince"	66147	3899			3899	4400	501
	25	"Corsican Prince"	47912	2825	146649	59	2949	4300	1351
Dec.	19	"Swedish Prince"	48103	2835	17600	34	2877	5500	2623
				1909					
Jan.	2	"Grecian Prince"	15587	919			919	2660	1741
	22	"Italian Prince"	61350	3616	34798	38	3670	4400	730
Feb.	8	"Afghan Prince"	123348	7270	69407	35	7336	7800	464
	16	"Castillian Prince"	42074	2480			2480	2600	120
	24	"Saxon Prince"	42900	2530	16713	138	2678	5300	2622
April	6	"Norse Prince"	128200	7556	13393	190	7752	8200	448
	22	"Grecian Prince"	35837	2114	11000	203	2322	2660	338
May	17	"Italian Prince"	19485	1150	66984	75	1255	4400	3145
June	26	"Castillian Prince"	2250	133			133	2600	2467
Aug.	16	"Corsican Prince"	58227	3432		95	3527	4300	773
	24	"Tudor Prince"	23979	1415	37620	22	1454	6500	5046
Sept	9	"Grecian Prince"	39670	2339	45526	73	2433	2660	227
	26	"Crown Prince"	66283	3907	26369	64	3983	4450	467
Oct.	7	"Italian Prince"	29400	1734	30195	266	2013	4400	2387
	21	"Castillian Prince"	42554	2509	3007	204	2714	2750	36

Petitioner's Exhibit 751.—(Continued.)

			6640	6639			6638		6637
Nov.	4	"Norman Prince"	77179	4549		118	4667	5300	633
	14	"Afghan Prince"	119737	7057		206	7263	7800	537
	21	"Corsican Prince"	51401	3030	32560	472	3416	4300	884
	15	"Tudor Prince"	73782	4349		574	4923	6500	1577
Dec.	21	"Grecian Prince"	42119	2483			2483	2660	177
				1910					
Jan.	11	"Crown Prince"	51369	3028		213	3241	4450	1209
Feb.	18	"Castillian Prince"	6500	384	7166	84	471	2600	2129
Mar.	21	"Corsican Prince"	27951	1648	4906	61	1711	4300	2589
April	21	"Grecian Prince"	14623	863	30602	397	1274	2660	1386
May	11	"Black Prince"	2000	118	50732	5	146	6200	6054
	13	"Castillian Prince"	4989	295	31464	138	447	2600	2153
June	5	"Crown Prince"	16932	999	144702	33	1097	4450	3353
July	7	"Corsican Prince"	9098	537	190440	77	699	4300	3601
Aug.	9	"Orange Prince"	54951	3240		150	3390	5200	1810
	15	"Eastern Prince"	39576	2333	26969	163	2508	4500	1992
Sept.	2	"Scottish Prince"	47761	2815	31097	121	2950	4500	1550
Oct.	4	"Tudor Prince"	66183	3900	22127	186	4096	6500	2404
	18	"Asiatic Prince"	79751	4701	39450	69	4783	4800	17
Nov.	1	"Corsican Prince"	19950	1176		71	1247	4300	3053
	17	"Eastern Prince"	29526	1741		404	2145	4500	2355
	29	"Indian Prince"	24481	1444	5874	40	1487	4500	3013
Dec.	10	"Scottish Prince"	36135	2130		24	2154	4500	2346
	28	"Orange Prince"	66425	3915		171	4086	5260	1114

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Petitioner's Exhibit 751.— (Continued.)

1911

Jan.	12	"African Prince"	63111	3720	23672	422	4206	7700	3494
	20	"Asiatic Prince"	28766	1696	16559	192	1895	4800	2905
Feb.	3	"Tudor Prince"	23684	1397		18	1415	6500	5085
	12	"Eastern Prince"	13274	782		273	1055	4500	3445
Mar.	16	"Scottish Prince"	52360	3086	60343	714	3827	4500	673
April	1	"Indian Prince"	35039	2065	13607	105	2176	4500	2324
	22	"Asiatic Prince"	33318	1964	26996	215	2191	4800	2609
May	1	"Orange Prince"	23527	1388	24789	16	1415	5200	3785
	16	"Eastern Prince"	45978	2711	44000	310	3041	4500	1459
	23	"African Prince"	21265	1254	31128	104	1372	7700	6328
June	8	"Scottish Prince"	7555	446	6380	6	455	4500	4045
July	10	"Asiatic Prince"	16145	952	45980	21	994	4800	3806
Aug.	2	"Eastern Prince"	30719	1812	25967	105	1929	4500	2571
	15	"Indian Prince"	20244	1194	98252	161	1398	4500	3102
Sept.	2	"Orange Prince"	46669	2751			2751	5200	2449
	13	"Scottish Prince"	15311	903	9020	20	927	4500	3573
Oct.	8	"Asiatic Prince"	39604	2335	11162	177	2517	4800	2283
	23	"African Prince"	71807	4232		234	4466	7700	3234
Nov.	8	"Indian Prince"	27992	1650		259	1909	4500	2591
	26	"Chinese Prince"	75257	4435	130912	659	5152	7500	2348
Dec.	11	"Eastern Prince"	63745	3758		502	4260	4500	240
	18	"Scottish Prince"	68908	4062	12361	282	4350	4500	150

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Petitioner's Exhibit 751.—(Continued..)

			6648	6647		6646		6645	
					1912				
Jan.	3	"Asiatic Prince"	34686	1986		100	2086	4800	2714
	23	"Siamese Prince"	40022	2359	157186	538	2967	7500	4533
Feb.	9	"Indian Prince"	17375	1024	26417	21	1057	4500	3443
	24	"Ocean Prince"	63798	3761		530	4291	7500	3209
Mar.	7	"Eastern Prince"	28696	1692		111	1803	4500	2697
	23	"African Prince"	21930	1294	135962	336	1691	7700	6009
April	8	"Asiatic Prince"	14348	846	44372	217	1083	4800	3717
	26	"Chinese Prince"	59632	3516	132664	577	4152	7500	3348
May	7	"Scottish Prince"	14913	880		159	1039	4500	3461
	24	"Indian Prince"	16875	996	72163	348	1376	4500	3124
June	5	"Eastern Prince"	18159	1070		77	1147	4500	3353
	22	"Siamese Prince"	19186	1131		107	1238	7500	6262
July	5	"Asiatic Prince"	27482	1620		168	1788	4800	3012
	24	"Ocean Prince"	54021	3184			3184	7500	4316
Aug.	11	"Scottish Prince"	62636	3692	19812	26	2727	4500	1773
	27	"Orange Prince"	29101	1715		190	1905	5200	3295
Sept.	2	"Indian Prince"	19050	1123	158180	83	1277	4500	3223
	26	"Chinese Prince"	30046	1771	83822	143	1951	7500	5549
Oct.	12	"Portuguese Prince"	65186	3842	7923	71	3917	7500	3583
	24	"Asiatic Prince"	75000	4420		54	4474	4800	326
Nov.	4	"Eastern Prince"	71831	4234	18002	170	4412	4500	88
	21	"Scottish Prince"	74371	4383		141	4524	4550	26
Dec.	9	"Ocean Prince"	52964	3123	5880	262	3388	7500	4112
	23	"Indian Prince"	62150	3663		323	3986	4500	514

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Petitioner's Exhibit 212.—Gerhard 786. 6649

STEAMERS DESPATCHED BY VARIOUS PARTIES FROM PHILADELPHIA TO VARIOUS PORTS IN BRAZIL.

—1906—

NONE

—1907—

Dec. 16th S/S "KASSALA"—Philadelphia—Rio de Janeiro

—1908—

NONE

—1909—

NONE 6650

—1910—

NONE

—1911—

Mar. 17 S/S "Stephen"—
Philadelphia to Para & Manaos—Booth & Co.
May 16th S/S "Francis"—
Philadelphia to Para—Booth & Co.
June 17th S/S "Cuthbert"—
Philadelphia to Para—Booth & Co.
July 14th S/S "Hubert"— 6651
Philadelphia to Para & Manaos—Booth & Co.

—1912—

Mar. 26th S/S "Rio Soracaba"—
Philadelphia—Rio de Janeiro
July 27th S/S "Corozal"—
Philadelphia—Rio de Janeiro

6652

BOUND
N BOOK

6653 STEAMERS DESPATCHED BY THE PRINCE LINE FROM NEW YORK TO VARIOUS PORTS IN BRAZIL.

—1906—

February	14th	S/S "Moorish Prince"	Rio Janeiro
	23rd	S/S "Grecian Prince"	Maceio & Santos
March	14th	S/S "Castillian Prince"	Rio Janeiro, Santos and Rio Grande do Sul
	24th	S/S "Eastern Prince"	Pernambuco, Rio Janeiro & Santos
	31st	S/S "Yoruba"	Maceio, Rio Janeiro & Santos
6654			
April	30th	S/S "Moorish Prince"	Rio Janeiro & Santos
May	9th	S/S "Grecian Prince"	Maceio, Rio Janeiro, Santos & Paranagua
June	1st	S/S "Soldier Prince"	Pernambuco, Rio Janeiro & Santos
	15th	S/S "Eastern Prince"	Maceio, Rio Janeiro & Santos
July	3rd	S/S "Castillian Prince"	Rio Janeiro & Santos
	18th	S/S "Spartan Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
6655			
August	11th	S/S "Grecian Prince"	Maceio & Santos
	17th	S/S "Soldier Prince"	Pernambuco, Rio Janeiro & Santos
September	14th	S/S "Eastern Prince"	Pernambuco, Rio Janeiro & Santos
	27th	S/S "Spartan Prince"	Bahia & Rio Janeiro
October	10th	S/S "Castillian Prince"	Rio Janeiro & Santos
November	12th	S/S "Grecian Prince"	Pernambuco & Rio Grande do Sul
December	6th	S/S "Spartan Prince"	Bahia, Rio Janeiro & Santos
6656			
	22nd	S/S "Eastern Prince"	Pernambuco, Rio Janeiro

—1907—

January	26th	S/S "Castillian Prince"	Pernambuco, Maceio, Victoria, Rio Janeiro and Santos
March	9th	S/S "Eastern Prince"	Rio Janeiro and Santos
	12th	S/S "Spartan Prince"	Bahia, Rio Janeiro & Santos
April	2nd	S/S "Grecian Prince"	Cabedello, Pernambuco Victoria & Santos

May	1st	S/S "Soldier Prince"	Pernambuco, Maceio, Rio Janeiro, and Sao Francisco do Sul	6657
June	12th	S/S "Castillian Prince"	Rio Janeiro, Antonina Sao Francisco do Sul & Rio Grande do Sul	
	20th	S/S "Spartan Prince"	Bahia, Rio Janeiro & Santos	
July	11th	S/S "Grecian Prince"	Pernambuco, Paranagua, Sao Francisco do Sul & Rio Grande do Sul	
August	19th	S/S "Soldier Prince"	Pernambuco, Bahia, Victoria, Rio Janeiro & Santos	6658
September	12th	S/S "Spartan Prince"	Pernambuco, Rio Janeiro & Santos	
October	18th	S/S "Grecian Prince"	Pernambuco, Rio Janeiro & Santos	
October	23rd	S/S "Castillian Prince"	Pernambuco, Rio Janeiro & Santos & Rio G. do S.	
November	28th	S/S "Spartan Prince"	Bahia, Rio Janeiro & Santos	6659
December	23rd	S/S "Swedish Prince"	Pernambuco, Rio Janeiro & Santos.	
		—1908—		
January	10th	S/S "Grecian Prince"	Cabedello, Bahia, Rio Janeiro and Santos	
	25th	S/S "Castillian Prince"	Rio Janeiro, Antonina & Santos	
February	11th	S/S "Italian Prince"	Cabedello, Pernambuco, Rio Janeiro & Santos	6660
	25th	S/S "Spartan Prince"	Rio Janeiro and Santos	
March	10th	S/S "Crown Prince"	Bahia, Rio Janeiro, & Santos	
	25th	S/S "Corsican Prince"	Rio Janeiro & Santos	
April	10th	S/S "Grecian Prince"	Bahia, Rio Janeiro & Santos	
	25th	S/S "Castillian Prince"	Rio Janeiro & Santos	
May	8th	S/S "Italian Prince"	Bahia, Rio Janeiro & Santos	

6661	May	25th	S/S "Spartan Prince"	Rio Janeiro and Santos
	June	10th	S/S "Crown Prince"	Bahia, Rio Janeiro, Santos & Rio Grande do Sul
	June	24th	S/S "Corsican Prince"	Rio Janeiro & Santos
	July	10th	S/S "Grecian Prince"	Bahia, Rio Janeiro & Santos
	August	1st	S/S "Italian Prince"	Natal, Pernambuco, Bahia, Rio Janeiro & Santos
6662		9th	S/S "Castillian Prince"	Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul
	September	9th	S/S "Corsican Prince"	Bahia, Rio Janeiro & Santos
	October	9th	S/S "Grecian Prince"	Rio Janeiro, Santos Sao Francisco do Sul, Florianoplis, Rio Grande do Sul & Porto Alegre
6663	November	10th	S/S "Italian Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	December	9th	S/S "Castillian Prince"	Cabedello, Pernambuco, Bahia, Rio Janeiro & Santos

—1909—

	January	22nd	S/S "Grecian Prince"	Pernambuco, Maccio, Bahia, Rio Janeiro, Santos, Paranagua & Rio Grande do Sul.
6664				
	February	25th	S/S "Italian Prince"	Pernambuco, Rio Janeiro Santos, Rio Grande do Sul & Porto Alegre
	March	24th	S/S "Castillian Prince"	Cabedello, Pernambuco, Bahia Rio Janeiro, Santos, Rio Grande do Sul, Porto Alegre
	April	23rd	S/S "Corsican Prince"	Pernambuco, Maccio, Bahia Rio Janeiro, Santos & Rio Grande do Sul

May	19th	S/S "Grecian Prince"	Pernambuco, Bahia, Rio Janeiro, Santos, Antonina Paranagua & Rio Grande do Sul	6665
June	24th	S/S "Crown Prince"	Pernambuco, Maceio, Rio Janeiro, Santos and Rio Grande do Sul.	
July	23rd	S/S "Castillian Prince"	Pernambuco, Maceio, Rio Janeiro, Santos and Rio Grande do Sul.	
August	24th	S/S "Corsican Prince"	Natal, Pernambuco, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul.	6666
September	24th	S/S "Grecian Prince"	Pernambuco, Maceio, Rio Janeiro, Santos and Rio Grande do Sul.	
October	27th	S/S "Italian Prince"	Natal, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos and Rio Grande do Sul.	
November	23rd	S/S "Castillian Prince"	Cabedello, Pernambuco, Bahia, Rio Janeiro, Santos and Rio Grande do Sul.	6667
December	23rd	S/S "Corsican Prince"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, & Rio Grande do Sul.	
		—1910—		
January	25th	S/S "Grecian Prince"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul	6668
February	25th	S/S "Castillian Prince"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua & Rio Grande do Sul	
March	28th	S/S "Corsican Prince"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	
April	27th	S/S "Grecian Prince"	Pernambuco, Bahia, Victoria, Rio Janeiro,	

6669				Santos, Paranagua & Rio Grande do Sul.
	April	27th	S/S "Norman Prince"	Rio Janeiro & Santos.
	May	24th	S/S "Black Prince"	Rio Janeiro & Santos.
		25th	S/S "Eastern Prince"	Pernambuco, Bahia, Rio Janeiro, Santos and Rio Grande do Sul
	June	14th	S/S "Crown Prince"	Rio Janeiro & Santos
		24th	S/S "Castillian Prince"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre.
6670				
	July	14th	S/S "Spanish Prince"	Rio Janeiro & Santos.
		25th	S/S "Corsican Prince"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos Sao Francisco do Sul, Rio Gr. do Sul & Pto. A.
	August	12th	S/S "Royal Prince"	Rio Janeiro & Santos.
		24th	S/S "Eastern Prince"	Cabedello, Pernambuco, Bahia, Rio Janeiro & Santos.
6671	September	2nd	**S/S "Orange Prince"**	**Santos.**
		19th	S/S "Scottish Prince"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos.
	October	19th	S/S "Tudor Prince"	Rio Janeiro & Santos.
		31st	S/S "Asiatic Prince"	Cabedello, Pernambuco, Maceio, Bahia, Rio Janeiro & Santos.
	November	11th	S/S "Corsican Prince"	Rio Janeiro & Santos.
		25th	S/S "Eastern Prince"	Cabedello, Pernambuco, Bahia, Rio Janeiro & Santos.
6672				
	December	9th	S/S "Indian Prince"	Rio Janeiro & Santos.
		23rd	S/S "Scottish Prince"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos.
			1911	
	January	10th	S/S "Orange Prince"	Rio Janeiro & Santos

January	27th	S/S "Asiatic Prince"	Pernambuco, Maceio Bahia, Rio Janeiro & Santos	6673
February	2nd	S/S "African Prince	Rio Janeiro & Santos	
	24th	S/S "Eastern Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	
March	4th	S/S "Tudor Prince"	Rio Janeiro & Santos	
	27th	S/S "Scottish Prince"	Pernambuco, Bahia, Rio Janeiro & Santos.	
April	13th	S/S "Indian Prince"	Rio Janeiro & Santos	
May	2nd	S/S "Asiatic Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	6674
	12th	S/S "Orange Prince"	Rio Janeiro & Santos	
	26th	S/S "Eastern Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	
June	10th	S/S "African Prince"	Rio de Janeiro & Santos	
	27th	S/S "Scottish Prince"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
July	24th	S/S "Asiatic Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	6675
	28th	S/S "Chinese Prince"	Rio Janeiro & Santos	
August	11th	S/S "Eastern Prince"	Rio Janeiro & Santos	
	25th	S/S "Indian Prince"	Pernambuco, Bahia, Rio Janeiro & Santos.	
September	11th	S/S "Orange Prince"	Rio Janeiro & Santos	
	25th	S/S "Scottish Prince"	Pernambuco, Bahia, Rio Janeiro & Santos.	
October	24th	S/S "Asiatic Prince"	Pernambuco, Bahia, Rio Janeiro & Santos.	
	31st	S/S "Ocean Prince"	Rio Janeiro & Santos.	6676
November	10th	S/S "African Prince"	Rio Janeiro & Santos	
	24th	S/S "Indian Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	
December	13th	S/S "Chinese Prince"	Rio Janeiro	
	23rd	S/S "Eastern Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	

1912

January	5th	S/S "Scottish Prince"	Rio Janeiro & Santos	
	25th	S/S "Asiatic Prince"	Pernambuco, Bahia, Rio Janeiro & Santos	

6677	February	10th	S/S "Siamese Prince"	Rio Janeiro & Santos
		24th	S/S "Indian Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	March	14th	S/S "Ocean Prince"	Rio Janeiro & Santos
		26th	S/S "Eastern Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	April	17th	S/S "African Prince"	Rio Janeiro & Santos.
	April	25th	S/S "Asiatic Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	May	14th	S/S "Chinese Prince"	Rio Janeiro & Santos
6678		25th	S/S "Scottish Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	June	13th	S/S "Indian Prince"	Rio Janeiro & Santos
		25th	S/S "Eastern Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	July	23rd	S/S "Siamese Prince"	Rio Janeiro & Santos
		27th	S/S "Asiatic Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	August	13th	S/S "Ocean Prince	Rio Janeiro & Santos
		31st	S/S "Scottish Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
6679	September	18th	S/S "African Prince"	Rio Janeiro & Santos
		26th	S/S "Indian Prince"	Pernambuco, Bahia, Rio Janeiro & Santos.
	October	16th	S/S "Chinese Prince"	Rio Janeiro & Santos
	November	1st	S/S "Asiatic Prince"	Pernambuco. Bahia, Rio Janeiro & Santos
		15th	S/S "Eastern Prince"	Rio Janeiro & Santos
		29th	S/S "Scottish Prince"	Pernambuco, Bahia, Rio Janeiro & Santos
	December	18th	S/S "Siamese Prince"	Rio Janeiro & Santos
6680				

STEAMERS DESPATCHED BY THE LAMPORT & HOLT LINE FROM NEW YORK TO VARIOUS PORTS IN BRAZIL.

1906

January	4th	S/S "Byron"	Pernambuco, Bahia, Rio Janeiro & Santos
	8th	S/S "Fortuna"	Pernambuco. Rio Janeiro & Santos
February	2nd	S/S "Phoenix"	Pernambuco, Rio Janeiro & Santos & Sao Francisco do Sul

February	3rd	S/S "Tennyson"	Pernambuco, Bahia, Rio Janeiro, Santos & Porto Alegre	6681
March	3rd	S/S "Byron"	Bahia, Rio Janeiro, Santos	
April	4th	S/S "Tennyson"	Pernambuco, Bahia, Rio Janeiro & Santos	
May	2nd	S/S "Byron"	Pernambuco, Bahia, Rio Janeiro & Sao F. do Sul.	
June	4th	S/S "Tennyson"	Pernambuco, Bahia, Rio Janeiro	
	30th	S/S "Byron"	Bahia, Rio Janeiro & Santos	
August	1st	S/S "Tennyson"	Pernambuco, Bahia, Rio Janeiro & Santos	6682
September	4th	S/S "Byron"	Pernambuco, Bahia, Rio Janeiro & Santos	
October	3rd	S/S "Tennyson"	Pernambuco, Bahia, Rio Janeiro, Santos & Porto Alegre	
	29th	S/S "Phidias"	Cabedello, Pernambuco, Rio Janeiro	
November	3rd	S/S "Byron"	Pernambuco, Bahia, Rio Janeiro & Santos	
	15th	S/S "Homer"	Rio Janeiro & Santos	
December	3rd	S/S "Tennyson"	Pernambuco, Bahia, Rio Janeiro & Santos	6683

1907

January	4th	S/S "Byron"	Bahia, Rio Janeiro, & Santos	
February	4th	S/S "Tennyson"	" " " & Porto Alegre	
March	5th	S/S "Byron"	Bahia, Rio Janeiro & Santos	
April	3rd	S/S "Tennyson"	" " "	
May	4th	S/S "Byron"	" " "	
June	5th	S/S "Tennyson"	" " "	
July	2nd	S/S "Byron"	" " "	6684
August	5th	S/S "Tennyson"	" " "	
	9th	S/S "Chaucer"	Pernambuco, Maceio, Rio Janeiro & Santos	
September	3rd	S/S "Byron"	Bahia, Rio Janeiro & Santos	
October	4th	S/S "Tennyson"	" " "	
	4th	S/S "Milton"	Rio Janeiro	
November	2nd	S/S "Byron"	Bahia, Rio Janeiro & Santos	
	20th	S/S "Voltaire"	" " "	
December	4th	S/S "Tennyson"	" " "	

1908

6685	January	3rd	S/S "Byron"	Bahia, Rio Janeiro & Santos
		18th	S/S "Verdi"	" " "
	February	4th	S/S "Tennyson"	" " "
		19th	S/S "Velasquez"	" " "
	March	3rd	S/S "Byron"	" " "
		19th	S/S "Voltaire"	" " "
	April	3rd	S/S "Tennyson"	" " "
		18th	S/S "Verdi"	" " "
	May	4th	S/S "Byron"	" " "
6686		19th	S/S "Velasquez"	" " "
	June	3rd	S/S "Tennyson"	" " "
		19th	S/S "Voltaire"	" " "
	July	2nd	S/S "Byron"	" " "
		18th	S/S "Verdi"	" " "
	August	5th	S/S "Tennyson"	" " "
		19th	S/S "Velasquez"	" " "
	September	4th	S/S "Byron"	" " "
		18th	S/S "Voltaire"	" " "
	October	3rd	S/S "Tennyson"	" " "
		19th	S/S "Verdi"	" " "
6687	November	5th	S/S "Byron"	" " "
		27th	S/S "Cavour"	" " "
	December	4th	S/S "Tennyson"	" " "
		18th	S/S "Voltaire"	Rio Janeiro & Santos

1909

	January	4th	S/S "Byron"	Bahia, Rio Janeiro & Santos
		20th	S/S "Verdi"	" " "
	February	3rd	S/S "Tennyson"	" " "
		26th	S/S "Cavour"	" " "
6688	March	2nd	S/S "Byron"	" " "
		24th	S/S "Voltaire"	" " "
	April	3rd	S/S "Tennyson"	" " "
		19th	S/S "Verdi"	" " "
	May	4th	S/S "Byron"	" " "
		19th	S/S "Vasari"	" " "
	June	3rd	S/S "Tennyson"	" " "
		22nd	S/S "Voltaire"	" " "
	July	1st	S/S "Byron"	" " "
		21st	S/S "Verdi"	" " "
	September	3rd	S/S "Byron"	" " "

September	18th	S/S "Voltaire"	Bahia,	Rio	Janeiro	& Santos	6689
October	4th	S/S "Tennyson"	"		"	"	
	19th	S/S "Verdi"	"		"	"	
November	4th	S/S "Byron"	"		"	"	
	19th	S/S "Vasari"	"		"	"	
December	3rd	S/S "Tennyson"	"		"	"	
	20th	S/S "Voltaire"	"		"	"	

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1910

January	4th	S/S "Byron"	Bahia,	Rio	Janeiro	& Santos	6690
	7th	S/S "Good Hope"	Rio Janeiro				
	19th	S/S "Verdi"	Bahia,	Rio	Janeiro	& Santos	
February	2nd	S/S "Tennyson"	"		"	"	
	19th	S/S "Vasari"	"		"	"	
March	4th	S/S "Byron"	"		"	"	
	18th	S/S "Voltaire"	"		"	"	
April	4th	S/S "Tennyson"	"		"	"	
	19th	S/S "Verdi"	"		"	"	
May	4th	S/S "Byron"	"		"	"	
	19th	S/S "Vasari"	"		"	"	6691
June	2nd	S/S "Tennyson"	"		"	"	
	18th	S/S "Voltaire"	"		"	"	
July	1st	S/S "Byron"	"		"	"	
	19th	S/S "Verdi"	"		"	"	
August	3rd	S/S "Tennyson"	"		"	"	
	19th	S/S "Vasari"	"		"	"	
September	2nd	S/S "Byron"	"		"	"	
	19th	S/S "Voltaire"	"		"	"	
October	4th	S/S "Tennyson"	"		"	"	
	19th	S/S "Verdi"	"		"	"	6692
November	4th	S/S "Byron"	"		"	"	
	18th	S/S "Vasari"	"		"	"	
December	3rd	S/S "Tennyson"	"		"	"	
	19th	S/S "Terence"	"		"	"	

1911

6693	January	4th	S/S "Byron"	Bahia,	Rio	Janeiro	& Santos
		19th	S/S "Verdi"	"		"	"
	February	2nd	S/S "Tennyson"	"		"	"
		17th	S/S "Vasari"	"		"	"
	March	3rd	S/S "Byron"	"		"	"
		18th	S/S "Terence"	"		"	"
	April	4th	S/S "Tennyson"	"		"	"
		19th	S/S "Verdi"	"		"	"
	May	4th	S/S "Byron"	"		"	"
6694		19th	S/S "Vasari"	"		"	"
	June	2nd	S/S "Pentwyn"	Rio Janeiro			
		3rd	S/S "Tennyson"	Bahia,		"	"
		19th	S/S "Voltaire"	"		"	"
	July	3rd	S/S "Byron"	"		"	"
		19th	S/S "Verdi"	"		"	"
	August	4th	S/S "Tennyson"	"		"	"
		18th	S/S "Vasari"	"		"	"
	September	1st	S/S "Byron"	"		"	"
		19th	S/S "Voltaire"	"		"	"
6695	October	9th	S/S "Tennyson"	"		"	"
		19th	S/S "Verdi"	"		"	"
	November	3rd	S/S "Byron"	"		"	"
		18th	S/S "Vasari"	"		"	"
	December	4th	S/S "Tennyson"	"		"	"
		20th	S/S "Voltaire"	"		"	"

1912

	January	3rd	S/S "Byron"	"		"	"
		20th	S/S "Verdi"	"		"	"
6696	February	2nd	S/S "Tennyson"	"		"	"
		19th	S/S "Vasari"	"		"	"
	March	4th	S/S "Byron"	"		"	"
		20th	S/S "Voltaire"	"		"	"
	April	4th	S/S "Tennyson"	"		"	"
		20th	S/S "Verdi"	"		"	"
	May	2nd	S/S "Byron"	"		"	"
		18th	S/S "Vasari"	"		"	"
	June	4th	S/S "Tennyson"	"		"	"
		20th	S/S "Voltaire"	"		"	"
	July	2nd	S/S "Byron"	"		"	"

July	20th	S/S "Verdi"	Bahia, Rio Janeiro & Santos	6697
August	2nd	S/S "Tennyson"	" " "	
	20th	S/S "Vasari"	" " "	
September	4th	S/S "Byron"	" " "	
	19th	S/S "Voltaire"	" " "	
October	1st	S/S "Terence"	" " "	
	19th	S/S "Verdi"	" " "	
November	8th	S/S "Byron"	" " "	
	20th	S/S "Vasari"	" " "	
December	12th	S/S "Cervantes"	" " "	
	13th	S/S "Voltaire"	" " "	6698
	27th	S/S "Vestris"	" " "	

6699

6700

6701 STEAMERS DESPATCHED BY THE HAMBURG LINES (MESSRS. FUNCH, EDYE & CO., AGENTS) FROM NEW YORK TO VARIOUS PORTS IN BRAZIL.

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1906

January	6th	S/S "Wotan"	Pernambuco, Victoria & Santos
February	8th	S/S "Syracusa"	Pernambuco & Santos
	27th	S/S "Siegmund"	Pernambuco, Bahia, Rio Janeiro & Santos
6702 March	28th	S/S "Sieglinde"	Cabedello, Pernambuco, Rio Janeiro & Santos
April	17th	S/S "Jacob Bright"	Pernambuco, Bahia, Rio Janeiro & Santos
May	17th	S/S "Gutrune"	Pernambuco, Rio Janeiro & Santos
	26th	S/S "Siegmund"	Pernambuco, Rio Janeiro & Santos
June	19th	S/S "Gunther"	Pernambuco, Rio Janeiro & Santos
6703 July	11th	S/S "Sieglinde"	Pernambuco, Victoria, Rio Janeiro & Santos
August	4th	S/S "Siegmunde"	Pernambuco, Victoria, Rio Janeiro & Santos
	18th	S/S "Gutrune"	Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul, Antonina & Sao Francisco do Sul
September	10th	S/S "Gunther"	Pernambuco, Rio Janeiro & Santos
6704 October	10th	S/S "Sieglinde"	Pernambuco, Maceio, Victoria, Rio Grande do Sul & Sao Francisco do Sul
	30th	S/S "Siegmund"	Bahia, Rio Janeiro & Santos
November	19th	S/S "Gutrune"	Pernambuco, Rio Janeiro & Santos
December	6th	S/S "Gunther"	Pernambuco, Rio Janeiro, Santos & Sao Francisco do Sul
	31st	S/S "Sieglinde"	Pernambuco, Bahia, Rio Janeiro & Santos.

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1907 6705

January	19th	S/S "Siegmund"	Bahia, Rio Janeiro & Santos
March	14th	S/S "Gutrune"	Pernambuco, Maceio, Rio Janeiro, Rio Grande do Sul & Sao Francisco do Sul
	21st	S/S "Gunther"	Bahia, Rio Janeiro, Santos & Rio Grande do Sul
April	6th	S/S "Sieglinde"	Maceio, Rio Janeiro & Santos
	19th	S/S "Siegmund"	Bahia, Rio Janeiro & Santos
June	19th	S/S "Gutrune"	Pernambuco, Rio Janeiro & Santos 6706
July	1st	S/S "Gunther"	Cabedello, Pernambuco, Maceio, Rio Janeiro, Rio Grande do Sul
	19th	S/S "Siegmund"	Bahia, Rio Janeiro & Santos
August	1st	S/S "Sieglinde"	Pernambuco, Rio Janeiro & Santos
September	6th	S/S "Hero"	Pernambuco, Bahia, Rio Janeiro & Santos
	19th	S/S "Gutrune"	Pernambuco, Rio Janeiro, Maceio, Santos, Rio Grande do Sul, Pelotas & Porto Alegre 6707
October	1st	S/S "Corrientes"	Pernambuco, Maceio, Rio Janeiro & Santos
	15th	S/S "Siegmund"	Bahia, Rio Janeiro, Santos, Rio Grande do Sul & Sao Francisco do Sul
November	1st	S/S "Gunther"	Pernambuco, Cabedello, Victoria, Bahia, Rio Janeiro & Santos 6708
	15th	S/S "Sieglinde"	Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre
	29th	S/S "Christiania"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
December	14th	S/S "Gutrune"	Rio Janeiro, Santos, Sao Francisco do Sul, Rio Grande do Sul
	31st	S/S "Corrientes"	Cabedello, Pernambuco, Victoria, Rio Janeiro & Santos

CLOSE IN CENTER

6709			1908	
	January	15th	S/S "Siegmund"	Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Desterro & Rio Grande do Sul
	February	1st	S/S "Gunther"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
		16th	S/S "Sieglinde"	Pernambuco, Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul
		29th	S/S "Christiania"	Cabedello, Pernambuco, Bahia, Rio Janeiro & Santos
6710				
	March	14th	S/S "Gutrune"	Rio Janeiro, Santos, Paranagua, Desterro, Rio Grande do Sul & Porto Alegre
	April	1st	S/S "Corrientes"	Pernambuco, Maceio, Rio Janeiro & Santos
		15th	S/S "Siegmund"	Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul
	May	1st	S/S "Gunther"	Cabedello, Pernambuco, Bahia, Rio Janeiro & Santos
6711				
		15th	S/S "Sieglinde"	Rio Janeiro, Santos, Sao Francisco do Sul, Desterro & Rio Grande do Sul
	June	1st	S/S "Christiania"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
		15th	S/S "Gutrune"	Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul
	July	1st	S/S "Corrientes"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
6712		15th	S/S "Siegmund"	Rio Janeiro, Santos, Paranagua, Desterro & Rio Grande do Sul
	August	20th	S/S "Gunther"	Pernambuco, Bahia, Rio Janeiro & Santos
	September	1st	S/S "Sieglinde"	Rio Janeiro, Santos, Paranagua & Rio Grande do Sul
		25th	S/S "Corrientes"	Pernambuco, Bahia, Rio Janeiro & Santos
	October	24th	S/S "Siegmund"	Natal, Cabedello, Maceio, Pernambuco, Bahia, Rio Janeiro & Santos

COPY BOUND

November	25th	S/S "Gunther"	Pernambuco, Maceio, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Desterro & Rio Grande do Sul	6713
December	24th	S/S "Sieglinde"	Pernambuco, Bahia, Rio Janeiro, Santos, Florianopolis & Rio Grande do Sul	
		1909		
January	9th	S/S "Corrientes"	Natal, Cabedello, Pernambuco, Bahia, Rio Janeiro, Santos, Florianopolis & Rio Grande do Sul	6714
February	10th	S/S "Siegmund"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul & Rio Grande do Sul	
March	10th	S/S "Gunther"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul	
April	10th	S/S "Sieglinde"	Pernambuco, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul, Florianopolis, Rio Grande do Sul & Porto Alegre	6715
May	10th	S/S "Siegmund"	Natal, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul, Florianopolis & Rio Grande do Sul	
June	3rd	S/S "Corrientes"	Pernambuco, Maceio, Rio Janeiro, Santos, Rio Grande do Sul	
	10th	S/S "Desterro"	Cabedello, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos & Rio Grande do Sul	6716
July	10th	S/S "Galicia"	Pernambuco, Maceio, Rio Janeiro, Santos, Paranagua, Florianopolis, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
August	13th	S/S "Ripley"	Pernambuco, Maceio, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	

CLOSE IN CENTER

6717	September	10th	S/S "Desterro"	Pernambuco, Maceio, Rio Janeiro, Santos, Desterro, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
	October	9th	S/S "Corrientes"	Cabedello, Pernambuco, Rio Janeiro, Santos & Rio Grande do Sul
	November	10th	S/S "Galicia"	Pernambuco, Maceio, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Florianopolis, Desterro & Rio Grande do Sul
6718				
	December	10th	S/S "Desterro"	Cabedello, Pernambuco, Maceio, Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul
			1910	
	January	12th	S/S "Corrientes"	Cabedello, Pernambuco, Victoria, Bahia, Rio Janeiro, Santos, Florianopolis, Rio Grande do Sul & Porto Alegre
6719	February	11th	S/S "Galicia"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Desterro, Rio Grande do Sul, Porto Alegre
	April	1st	S/S "St. Oswald"	Pernambuco, Victoria, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre
		12th	S/S "St. Johann"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul & Rio Grande do Sul
6720				
	May	5th	S/S "Corrientes"	Cabedello, Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre
		10th	S/S "Desterro"	Rio Janeiro, Santos, Paranagua & Rio Grande do Sul
		25th	S/S "Galicia"	Cabedello, Pernambuco, Rio Janeiro, Santos, Florianopolis, Rio Grande do Sul & Porto Alegre

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June	24th	S/S "Woglinde"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	6721
July	19th	S/S "Oppurg"	Pernambuco, Bahia, Rio Janeiro, Santos, Desterro, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
August	10th	S/S "Desterro"	Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre	6722
	25th	S/S "Westiands"	Pernambuco, Victoria, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	
September	14th	S/S "Galicia"	Pernambuco, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	
October	22nd	S/S "Woglinde"	Pernambuco, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul, Paranagua, Rio Grande do Sul & Porto Alegre	
November	10th	S/S "Oppurg"	Pernambuco, Maceio, Rio Janeiro, Santos, Paranagua, Desterro, Rio Grande do Sul & Porto Alegre	6723
December	10th	S/S "Chatham"	Pernambuco, Victoria, Bahia, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
		1911		
January	13th	S/S "Galicia"	Cabedello, Pernambuco, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	6724
February	18th	S/S "Woglinde"	Pernambuco, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	
March	10th	S/S "Oppurg"	Pernambuco, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	

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6725	April	6th	S/S "Overdale"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
		13th	S/S "Nassovia"	Cabedello, Victoria, Rio Janeiro, Santos, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
	June	17th	S/S "Woglinde"	Pernambuco, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
6726	July	14th	S/S "Overdale"	Pernambuco, Rio Janeiro, Santos, Paranagua, Florianopolis, Rio Grande do Sul & Porto Alegre
	August	16th	S/S "Nassovia"	Pernambuco, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
6727	September	14th	S/S "Wellgunde"	Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre
		29th	S/S "Crossby"	Pernambuco, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
	October	14th	S/S "Woglinde"	Pernambuco, Bahia, Victoria, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre
6728	November	20th	S/S "Overdale"	Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
	December	12th	S/S "Nassovia"	Victoria, Rio Janeiro, Santos, Paranagua, Desterro, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
			1912	
	January	11th	S/S "Wellgunde"	Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre

COPY BOUND

January	27th	S/S "Crosby"	Pernambuco, Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul	6729
February	16th	S/S "Woglinde"	Pernambuco, Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
March	14th	S/S "Theodor Wille"	Pernambuco, Rio Janeiro, Santos, Desterro, Rio Grande do Sul & Porto Alegre	
April	4th	S/S "Santa Anna"	Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	6730
	13th	S/S "Lord Sefton"	Pernambuco, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	
May	9th	S/S "Nassovia"	Victoria, Rio Janeiro, Santos, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
	24th	S/S "Wellgunde"	Pernambuco, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre	6731
June	8th	S/S "Numantia"	Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
	15th	S/S "Woglinde"	Pernambuco, Rio Janeiro, Santos & Rio Grande do Sul	
July	13th	S/S "Santa Ursula"	Pernambuco, Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	6732
August	16th	S/S "Santa Rosa"	Pernambuco, Maceio, Victoria, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	
September	6th	S/S "Nassovia"	Rio Janeiro & Santos	
	14th	S/S "Wellgunde"	Pernambuco, Victoria, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre	

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6733	September	25th	S/S "Santa Theresa"	Rio Janeiro, Santos, Sao Francisco do Sul, Florianopolis, Rio Grande do Sul & Porto Alegre
	October	11th	S/S "Woglinde"	Pernambuco, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul, Pelotas & Porto Alegre
	November	16th	S/S "Numantia"	Pernambuco, Victoria, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul & Porto Alegre
6734	December	16th	S/S "Santa Ursula"	Rio Janeiro & Santos
		31st	S/S "Santa Rosa"	Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre

STEAMERS DESPATCHED BY THE LLOYD BRAZILEIRO FROM NEW YORK TO VARIOUS PORTS IN BRAZIL.

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1906

6735	October	2nd	S/S "Goyaz"	Para, Maranham, Ceara, Pernambuco, Bahia, Rio Janeiro
		29th	S/S "Vimeira"	Pernambuco, Bahia, Rio Janeiro & Santos
	November	17th	S/S "Sergipe"	Para, Manaos, Maranham, Ceara, Parnahyba, Maceio
		22nd	S/S "Myrtledene"	Bahia, Rio Janeiro & Santos
	December	7th	S/S "Dunottar"	Pernambuco, Bahia, Rio Janeiro & Santos
		21st	S/S "Thornhill"	Maceio, Bahia, Rio Janeiro, Santos, Rio Grande do Sul, Porto Alegre
6736				

1907

January	4th	S/S "Min"	Pernambuco, Bahia, Rio Janeiro, Santos, Porto Alegre
	7th	S/S "Goyaz"	Para, Maranham, Ceara, Parnahyba
	17th	S/S "Hanseat"	Pernambuco, Bahia, Rio Janeiro, Santos
February	5th	S/S "Vimeira"	Desterro, Bahia, Rio Janeiro, Rio Grande do Sul & Cabedello

February	11th	S/S "Zamora"	Pernambuco, Santos	6737
	20th	S/S "Sergipe"	Para, Manaos, Maranham, Ceara, Cabedello, Maceio	
	21st	S/S "Rauma	Pernambuco, Bahia, Rio Janeiro & Santos	
March	9th	S/S "Cunaxa"	Pernambuco, Bahia, Rio Janeiro & Santos	
	16th	S/S "Nordpol"	Rio Janeiro & Santos	
	23rd	S/S "Dunottar"	Pernambuco, Bahia, Rio Janeiro & Santos	
April	5th	S/S "Thornhill"	Pernambuco, Bahia, Rio Janeiro & Santos	6738
	13th	S/S "Goyaz"	Para, Manaos, Maranham, Cabedello, Rio Janeiro, Maceio	
	26th	S/S "Hanseat"	Pernambuco, Bahia, Rio Janeiro & Santos	
May	17th	S/S "Sergipe"	Para, Maranham, Ceara, Parnahyba, Maceio	
June	11th	S/S "Auchenarden"	Pernambuco, Bahia, Rio Janeiro & Porto Alegre	
	21st	S/S "Zamora"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Rio G. do Sul	6739
	28th	S/S "Rauma"	Bahia, Rio Janeiro, Santos, Rio Grande do Sul, Desterro	
July	6th	S/S "Goyaz"	Para, Maranham, Ceara, Maceio, Parnahyba	
	11th	S/S "Dunottar"	Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul	
August	2nd	S/S "Hanseat"	Pernambuco, Bahia, Rio Janeiro, Santos	6740
	13th	S/S "Sergipe"	Para, Maranham, Ceara, Cabedello, Maceio	
	16th	S/S "Border Knight"	Pernambuco, Bahia, Rio Janeiro & Santos	
September	5th	S/S "Nordpol"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	26th	S/S "Auchenarden"	Pernambuco, Bahia, Rio Janeiro, Santos & Paranagua	
October	5th	S/S "Goyaz"	Para, Maranham, Ceara, Parnahyba, Natal, Cabedello	

6741	October	5th	S/S "Acre"	Maranham, Pernambuco, Bahia, Rio Janeiro, Santos
		25th	S/S "Rauma"	Pernambuco, Bahia, Rio Janeiro, Paranagua, Rio Grande do Sul
	November	6th	S/S "Hanseat"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
		14th	S/S "Sergipe"	Para, Maranham, Ceara, Parnahyba, Cabedello, Maceio
		26th	S/S "Brantwood"	Pernambuco, Victoria, Bahia, Rio Janeiro, Santos
6742	December	10th	S/S "Acre"	Para, Maranham, Ceara, Cabedello, Maceio
		20th	S/S "Strathyre"	Pernambuco, Bahia, Rio Janeiro, Santos, Desterro & Rio Grande do Sul
		30th	S/S "Nordpol"	Pernambuco, Bahia, Rio Janeiro, Santos
			1908	
	January	20th	S/S "Kelvingrove"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
6743	February	4th	S/S "Pontiac"	Pernambuco, Bahia, Rio Janeiro, Santos & Rio Grande do Sul
		20th	S/S "Sergipe"	Para, Maranham, Ceara, Parnahyba, Natal, Maceio
		21st	S/S "Acre"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua
	March	4th	S/S "Hanseat"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
		18th	S/S "Brantwood"	Pernambuco, Bahia, Rio Janeiro, Santos
6744		21st	S/S "Goyaz"	Para, Maranham, Ceara, Cabedello, Maceio, Victoria
	April	7th	S/S "Strathyre"	Pernambuco, Bahia, Victoria, Rio Janeiro, Santos, Rio Grande do Sul
		25th	S/S "Acre"	Para, Maranham, Ceara & Parnahyba
		27th	S/S "Hughenden"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
	May	13th	S/S "Kelvingrove"	Pernambuco, Bahia, Rio Janeiro, Santos

May	22nd	S/S "Sergipe"	Para, Maranham, Ceara, Maceio,	6745
	27th	S/S "Hanseat"	Pernambuco, Bahia, Rio Janeiro & Santos	
June	16th	S/S "Brantwood"	Pernambuco, Bahia, Rio Janeiro & Santos	
	22nd	S/S "Goyaz"	Para, Maranham, Ceara, Cabedello, Maceio, Victoria	
July	1st	S/S "Acre"	Pernambuco, Rio Janeiro & Santos	
	10th	S/S "Queen Eleanor"	Cabedello, Bahia, Rio Janeiro & Santos	6746
	23rd	S/S "Hughenden"	Pernambuco, Rio Janeiro, Santos, Desterro & Rio Grande do Sul	
August	10th	S/S "Kelvingrove"	Pernambuco, Bahia, Rio Janeiro & Santos	
	14th	S/S "Sergipe"	Para, Maranham, Cabedello, Maceio	
	21st	S/S "Polarstjernen"	Pernambuco, Bahia, Rio Janeiro & Santos	6747
September	4th	S/S "Goyaz"	Para, Maranham, Ceara, Cabedello, Maceio, Victoria	
	11th	S/S "Daghestan"	Pernambuco, Bahia, Rio Janeiro & Santos	
	24th	S/S "Devonshire"	Pernambuco, Bahia, Rio Janeiro & Santos	
October	3rd	S/S "Acre"	Para, Maranham, Ceara, Maceio, Cabedello, Victoria	
	9th	S/S "Queen Eleanor"	Pernambuco, Bahia, Rio Janeiro, Santos	6748
	28th	S/S "Corn Exchange"	Pernambuco, Bahia, Rio Janeiro, Santos & Rio Grande do Sul	
November	8th	S/S "Sergipe"	Para, Maranham, Ceara, Maceio, Cabedello, Victoria	
	15th	S/S "Celtic Princess"	Pernambuco, Bahia, Rio Janeiro & Santos	
	28th	S/S "Pontiac"	Pernambuco, Bahia, Rio Janeiro & Santos	
December	5th	S/S "Goyaz"	Para, Maranham, Ceara, Cabedello, Maceio, Victoria	

6749	December	11th	S/S "Polarstjernen"	Pernambuco, Bahia, Rio Janeiro, Santos
		29th	S/S "Devonshire"	Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul
			1909	
	January	5th	S/S "Acre"	Para, Maranham, Ceara, Parnahyba, Maceio, Victoria
		12th	S/S "Queen Eleanor"	Pernambuco, Bahia, Victoria, Rio Janeiro & Santos
6750		28th	S/S "Ras Bera"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
	March	2nd	S/S "Celtic Princess"	Pernambuco, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul & Rio Grande do Sul
		6th	S/S "Goyaz"	Para, Maranham, Ceara, Parahyba, Maceio
		16th	S/S "Ras Issa"	Pernambuco, Bahia, Rio Janeiro & Santos
6751	April	6th	S/S "Polarstjernen"	Pernambuco, Victoria, Rio Janeiro, Bahia, Santos & Paranagua
		20th	S/S "Sergipe"	Para, Maranham, Ceara, Parahyba, Maceio, Victoria
		27th	S/S "Cara"	Pernambuco, Bahia, Rio Janeiro Santos
	May	15th	S/S "Eskside"	Pernambuco, Bahia, Rio Janeiro, Santos, Sao Francisco do Sul, Florianopolis & Rio Grande do Sul
6752		21st	S/S "Goyaz"	Para, Maranham, Ceara, Cabedello, Maceio, Victoria
		28th	S/S "Canadia"	Pernambuco, Bahia, Rio Janeiro & Santos
	June	15th	S/S "Tocantins"	Pernambuco, Bahia, Rio Janeiro & Santos
		23rd	S/S "Acre"	Para, Maranham, Ceara, Natal, Cabedello, Maceio
		30th	S/S "Tapajoz"	Pernambuco, Bahia, Rio Janeiro & Santos

July	15th	S/S "Breconshire"	Pernambuco, Bahia, Victoria, Rio Janeiro, Santos & Rio Grande do Sul.	6753
	27th	S/S "Polarstjernen"	Pernambuco, Bahia, Rio Janeiro, Santos, Porto Alegre	
August	3rd	S/S "Goyaz"	Para, Maranham, Ceara, Natal, Cabedello, Maceio, Victoria	
	13th	S/S "Ferndene"	Pernambuco, Bahia, Rio Janeiro, Santos, Paranagua, Rio Grande do Sul	
	27th	S/S "Nordpol"	Pernambuco, Bahia, Rio Janeiro, Santos	6754
September	3rd	S/S "Acre"	Para, Manaos, Maranham, Ceara, Cabedello, Maceio, Victoria	
	14th	S/S "Hamilton"	Pernambuco, Bahia, Rio Janeiro & Santos	
October	1st	S/S "Tapajoz"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	15th	S/S "Celtic Princes"	Rio Janeiro & Santos	
	22nd	S/S "Tocantins"	Pernambuco, Maceio, Rio Janeiro & Santos	6755
	23rd	S/S "Goyaz"	Para, Maranham, Ceara, Natal, Cabedello, Victoria, Florianopolis	
November	8th	S/S "San Paulo"	Pernambuco, Bahia, Rio Janeiro & Santos	
	20th	S/S "Cycle"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	30th	S/S "Delmira"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	6756
December	15th	S/S "Purus"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	23rd	S/S "Ferndene"	Cabedello, Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	24th	S/S "Sergipe"	Para, Maranham, Ceara, Aracaju & Natal	
		1910		
January	15th	S/S "Tapajoz"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	

6757	January	27th	S/S "Sao Paulo"	Para, Pernambuco, Bahia, Rio Janeiro & Santos
	February	4th	S/S "Tocantins"	Para, Maranham, Ceara, Cabedello, Natal, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
		15th	S/S "Rio de Janeiro"	Para, Pernambuco, Bahia, Rio Janeiro & Santos
		25th	S/S "Dunholme"	Pernambuco, Maceio, Rio Janeiro & Santos.
6758	March	12th	S/S "Canadia"	Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul & Porto Alegre
		17th	S/S "Guajara"	Para, Manaos
	April	1st	S/S "Purus"	Cabedello, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
		14th	S/S "Sao Paulo"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
		23rd	S/S "Tapajoz"	Natal, Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
6759	May	14th	S/S "Rio de Janeiro"	Para, Ceara, Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
		27th	S/S "Tocantins"	Pernambuco, Maceio, Bahia, Victoria, Rio Janeiro & Santos
	June	25th	S/S "Sao Paulo"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
	July	2nd	S/S "George Pyman"	Cabedello, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
6760		19th	S/S "Rio de Janeiro"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro, Santos
		30th	S/S "Purus"	Natal, Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
	August	16th	S/S "Minas Geraes"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro, Santos
	September	3rd	S/S "Tapajoz"	Pernambuco, Maceio, Bahia, Rio Janeiro, Santos
		14th	S/S "Sao Paulo"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro, Santos

September	27th	S/S "Ince Bank"	Cabedello, Pernambuco, Victoria, Rio Janeiro, Santos, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre	6761
October	8th	S/S "Rio de Janeiro"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos	
	11th	S/S "Brantwood"	Natal, Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
November	10th	S/S "Acre"	Para, Maranham, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos	6762
	11th	S/S "Osceola"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	26th	S/S "Purus"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
December	10th	S/S "Sergipe"	Para, Maranham, Ceara, Parahyba, Natal, Rio Janeiro	
	23rd	S/S "Tocantins"	Pernambuco, Bahia, Victoria, Rio Janeiro, Santos & Paranagua	6763
		1911		
January	6th	S/S "Tapajoz"	Pernambuco, Maceio, Rio Janeiro & Santos	
	25th	S/S "Hughenden"	Pernambuco, Bahia, Rio Janeiro & Santos	
	31st	S/S "Acre"	Para, Maranham, Ceara, Cabedello, Maceio, Rio Janeiro	
February	4th	S/S "Isle of Lewis"	Pernambuco, Victoria, Rio Janeiro & Santos	
	18th	S/S "Goyaz"	Para, Maranham, Ceara, Aracaju, Natal, Pernambuco, Rio Janeiro	6764
	25th	S/S "Kileyth"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
March	16th	S/S "Purus"	Cabedello, Pernambuco, Victoria, Rio Janeiro & Santos	
	18th	S/S "Rio de Janeiro"	Para, Maranham, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos	
April	18th	S/S "Minas Geraes"	Pernambuco	
May	3rd	S/S "Tapajoz"	Bahia, Victoria, Rio Janeiro & Santos	

6765	May	4th	S/S "Hughenden"	Natal, Cabedello, Pernambuco, Maceio
		17th	S/S "Ince Bank"	Pernambuco, Rio Janeiro, Santos, Paranagua, Sao Francisco do Sul, Rio Grande do Sul & Porto Alegre
		17th	S/S "Tocantins"	Pernambuco, Bahia, Rio Janeiro & Santos
		27th	S/S "Rio de Janeiro"	Para, Maranham, Ceara, Pernambuco, Bahia, Rio Janeiro, Santos
6766	June	7th	S. S. "Evelyn"	Cabedello, Pernambuco, Maceio, Bahia
		17th	S/S "Sao Paulo"	Para, Maranham, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
		30th	S/S "Purus"	Bahia, Victoria, Rio Janeiro, Santos
	July	6th	S/S "Hughenden"	Natal, Cabedello, Pernambuco, Maceio, Rio Janeiro
6767		14th	S/S "Minas Geraes"	Para, Ceara, Maranham, Pernambuco, Bahia, Rio Janeiro & Santos
	August	2nd	S/S "Euxinia"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos
		15th	S/S "Rio de Janeiro"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
		26th	S/S "Tocantins"	Victoria, Rio Janeiro & Santos
	September	9th	S/S "Tapajoz"	Natal, Cabedello, Pernambuco, Maceio & Bahia
6768		11th	S/S "Sao Paulo"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
		23rd	S/S "Tuddal"	Cabedello, Pernambuco, Maceio & Bahia
		28th	S/S "Purus"	Rio Janeiro & Santos
	October	10th	S/S "Minas Geraes"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
		25th	S/S "Craigvar"	Aracaju, Rio Janeiro & Santos
	November	6th	S/S "Goyaz"	Natal, Cabedello & Pernambuco
		14th	S/S "Rio de Janeiro"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos
		30th	S/S "Tapajoz"	Rio Janeiro & Santos

December	5th	S/S "Sao Paulo"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos	6769
	8th	S/S "Sildra"	Pernambuco, Maceio & Bahia	
	16th	S/S "Tocantins"	Cabedello, Pernambuco, Maceio & Bahia	

1912

January	3rd	S/S "Acre"	Natal, Cabedello, Pernambuco, Rio Janeiro	
	4th	S/S "Minas Geraes"	Para, Ceara, Pernambuco, Bahia, Rio Janeiro & Santos	6770
	10th	S/S "Purus"	Maceio, Rio Janeiro & Santos	
	20th	S/S "Rio de Janeiro"	Pernambuco, Bahia, Rio Janeiro & Santos	
February	2nd	S/S "Goyaz"	Natal, Cabedello, Pernambuco, Bahia	
	6th	S/S "Craigvar"	Maceio, Rio Janeiro & Santos	
	21st	S/S "Craighall"	Pernambuco, Bahia, Rio Janeiro & Santos	
March	4th	S/S "Tocantins"	Cabedello, Pernambuco, Maceio, Rio Janeiro & Santos	
	14th	S/S "Tapajoz"	Natal, Pernambuco, Bahia, Rio Janeiro & Santos	6771
April	2nd	S/S "Bellucia"	Pernambuco, Maceio, Bahia, Rio Janeiro & Santos	
	14th	S/S "Goyaz"	Cabedello, Pernambuco	
	24th	S/S "Purus"	Maceio, Bahia, Rio Janeiro & Santos	
May	1st	S/S "Ribera"	Pernambuco, Rio Janeiro, Santos	
	11th	S/S "Regent"	Natal, Cabedello, Pernambuco & Bahia	6772
	16th	S/S "Clivegrove"	Rio Janeiro & Santos	
	29th	S/S "Craigvar"	Maceio, Rio Janeiro & Santos	
June	15th	S/S "Goyaz"	Natal, Cabedello, Pernambuco	
	20th	S/S "Lord Downshire"	Bahia, Rio Janeiro & Santos	
July	2nd	S/S "Tapajoz"	Pernambuco, Maceio, Rio Janeiro & Santos	
	16th	S/S "Tocantins"	Pernambuco, Bahia, Rio Janeiro & Santos	
August	2nd	S/S "Isabela"	Cabedello, Pernambuco, Maceio	
	9th	S/S "Craighall"	Bahia, Rio Janeiro & Santos	

6773	August	22nd	S/S "Eastwood"	Pernambuco, Rio Janeiro & Santos
	September	6th	S/S "Conde Asdrubal"	Pernambuco, Bahia, Rio Janeiro & Santos
		28th	S/S "Purus"	Pernambuco, Maceio, Rio Janeiro & Santos
	October	17th	S/S "Tapajoz"	Pernambuco, Rio Janeiro & Santos
		26th	S/S "Venetia"	Natal, Cabedello, Pernambuco & Maceio
		28th	S/S "Lord Downshire"	Bahia, Rio Janeiro & Santos
6774	November	18th	S/S "Chr. Knudsen"	Pernambuco, Rio Janeiro & Santos
	December	10th	S/S "Tocantins"	Pernambuco, Bahia, Rio Janeiro & Santos
		21st	S/S "Comeric"	Pernambuco, Maceio, Rio Janeiro & Santos

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1906

6775	January	5th	S/S "Hubert"	Para, Maranham, Ceara & Parnahyba
		16th	S/S "Amazonense"	" Manaos
		26th	S/S "Cearense"	" "
	February	5th	S/S "Grangrense"	" Maranham, Ceara & Parnahyba
		16th	S/S "Boniface"	" Manaos
		24th	S/S "Maranhense"	" "
	March	5th	S/S "Cametense"	" Maranham, Ceara & Parnahyba
6776		16th	S/S "Polycarp"	" Manaos
		28th	S/S "Fluminense"	" "
	April	10th	S/S "Dunstan"	" Maranham, Ceara & Parnahyba
		17th	S/S "Boniface"	" Manaos
		25th	S/S "Maranhense"	" "
	May	7th	S/S "Gregory"	" Maranham, Ceara & Parnahyba
		15th	S/S "Dominic"	" Manaos
		26th	S/S "Cearense"	" "

June	5th	S/S "Hubert"	Para,	Maranham, Ceara & Parnahyba	6777
	15th	S/S "Bernard"	"	Manaos	
	25th	S/S "Maranhense"	"	Manaos	
July	5th	S/S "Grangense"	"	Maranham, Ceara & Parnahyba	
	14th	S/S "Horatio"	"	Manaos	
	25th	S/S "Cearense"	"	"	
August	4th	S/S "Cametense"	"	Maranham, Ceara & Parnahyba	
	14th	S/S "Benedict"	"	Manaos	
	25th	S/S "Maranhense"	"	"	6778
September	5th	S/S "Fluminense"	"	Maranham, Ceara & Parnahyba	
	14th	S/S "Amazonense"	"	Manaos	
	25th	S/S "Cearense"	"	"	
October	5th	S/S "Hildebrand"	"	Maranham, Ceara & Parnahyba	
	15th	S/S "Basil"	"	Manaos	
	25th	S/S "Maranhense"	"	"	
November	5th	S/S "Hubert"	"	Maranham, Ceara	
	14th	S/S "Dominico"	"	Manaos	6779
	24th	S/S "Cearense"	"	"	
December	6th	S/S "Grangense"	"	Maranham, Ceara & Parnahyba	
	14th	S/S "Polycarp"	"	Manaos	
	26th	S/S "Maranhense"	"	"	
		1907			
January	5th	S/S "Cametense"	Para,	Maranham, Ceara & Parnahyba	
	15th	S/S "Boniface"	"	Manaos	
	24th	S/S "Cearense"	"	Manaos	6780
February	5th	S/S "Fluminense"	"	Maranham, Ceara & Parnahyba	
	15th	S/S "Cuthbert"	"	Manaos	
	26th	S/S "Maranhense"	"	"	
March	5th	S/S "Cametense"	"	Maranham, Ceara & Parnahyba	
	15th	S/S "Boniface"	"	Manaos	
	25th	S/S "Cearense"	"	"	
April	5th	S/S "Hubert"	"	Maranham, Ceara & Parnahyba	

6781	April	15th	S/S "Horatio"	Para,	Manaos
		24th	S/S "Maranhense"	"	"
	May	6th	S/S "Grangense"	"	Maranham, Ceara & Parnahyba
		20th	S/S "Benedict"	"	Manaos
		28th	S/S "Cearense"	"	"
	June	7th	S/S "Gregory"	"	Maranham, Ceara & Parnahyba
		15th	S/S "Dunstan"	"	Manaos
		25th	S/S "Maranhense"	"	"
6782	July	3rd	S/S "Madeirense"	"	Maranham, Ceara & Parnahyba
		15th	S/S "Basil"	"	Manaos
		25th	S/S "Cearense"	"	"
	August	3rd	S/S "Cuthbert"	"	"
		10th	S/S "Obidense"	"	Maranham, Ceara & Parnahyba
		24th	S/S "Maranhense"	"	Manaos
	September	5th	S/S "Horatio"	"	"
		10th	S/S "Madeirense"	"	Maranham, Ceara & Parnahyba
6783		25th	S/S "Cearense"	"	Manaos
	October	5th	S/S "Polycarp"	"	"
		11th	S/S "Obidense"	"	Maranham, Ceara & Parnahyba
		25th	S/S "Maranhense"	"	Manaos
	November	5th	S/S "Dunstan"	"	"
		11th	S/S "Madeirense"	"	Maranham, Ceara & Parnahyba
		25th	S/S "Cearense"	"	Manaos
	December	5th	S/S "Dominic"	"	"
6784		11th	S/S "Obidense"	"	Maranham, Ceara & Parnahyba
		26th	S/S "Maranhense"	"	Manaos

1908

	January	4th	S/S "Boniface"	Para &	Manaos
		10th	S/S "Madeirense"	"	Maranham, Ceara & Parnahyba
		24th	S/S "Cearense"	"	Manaos

February	5th	S/S "Justin"	Para & Manaos.	6785
	11th	S/S "Obidense"	" Maranham, Ceara & Parnahyba	
	25th	S/S "Maranhense"	" "	
March	4th	S/S "Benedict"	" "	
	13th	S/S "Madeirense"	" Maranham, Ceara & Parnahyba	
	25th	S/S "Cearense"	" Manaos	
April	4th	S/S "Amazonense"	" "	
	14th	S/S "Obidense"	" Maranham, Ceara & Parnahyba	6786
	25th	S/S "Maranhense"	" Manaos	
May	4th	S/S "Dustant"	" "	
	13th	S/S "Madeirense"	" Maranham, Ceara	
	30th	S/S "Basil"	" Manaos	
June	13th	S/S "Cearense"	" Maranham, Ceara & Parnahyba	
July	1st	S/S "Crispin"	" Manaos, Ceara	
	15th	S/S "Maranhense"	" Maranham, Ceara	
August	1st	S/S "Boniface"	" Manaos	
	14th	S/S "Cearense"	" Maranham, Ceara & Parnahyba	6787
September	1st	S/S "Cuthbert"	" Manaos	
	15th	S/S "Maranhense"	" Maranham, Ceara	
October	2nd	S/S "Dominic"	" Manaos	
	16th	S/S "Cearense"	" Maranham, Ceara & Parnahyba	
	30th	S/S "Amazonense"	" Manaos	
November	2nd	S/S "Cuthbert"	" "	
	16th	S/S "Maranhense"	" Maranham & Ceara	
December	5th	S/S "Benedict"	" Manaos	
	17th	S/S "Cearense"	" Maranham, Ceara & Parnahyba	6788

1909

January	6th	S/S "Crispin"	Para, Manaos	
	21st	S/S "Maranhense"	" Maranham, Ceara & Parnahyba	
February	5th	S/S "Justin"	" Manaos	
	24th	S/S "Cearense"	" Maranham, Ceara	
March	6th	S/S "Boniface"	" Manaos	
	22nd	S/S "Maranhense"	" Maranham, Ceara & Parnahyba	

6789	April	5th	S/S "Horatio"	Para, Manaos
		24th	S/S "Cearense"	" Maranham, Ceara & Parnahyba
	May	4th	S/S "Cuthbert"	" Manaos
		21st	S/S "Maranhense"	" Maranham, Ceara & Parnahyba
	June	5th	S/S "Horatio"	" Manaos
		23rd	S/S "Cearense"	" Maranham, Ceara & Parnahyba
	July	3rd	S/S "Crispin"	" Manaos
6790		22nd	S/S "Maranhense"	" Maranham, Ceara & Parnahyba
	August	5th	S/S "Justin"	" Manaos
		25th	S/S "Cearense"	" Maranham, Ceara & Parnahyba
	September	9th	S/S "Boniface"	Manaos, Ceara
		22nd	S/S "Maranhense"	" Maranham, Ceara & Parnahyba
	October	7th	S/S "Justin"	" Manaos
		22nd	S/S "Cearense"	" Maranham, Ceara & Parnahyba
6791	November	6th	S/S "Cuthbert"	" Manaos
		12th	S/S "Polycarp"	" Maranham, Ceara & Parnahyba
		23rd	S/S "Justin"	" Manaos
	December	8th	S/S "Benedict"	" "
		16th	S/S "Dunstan"	" Maranham, Ceara & Parnahyba
		24th	S/S "Cearense"	" Manaos
			1910	
	January	6th	S/S "Crispin"	Para & Manaos.
6792		15th	S/S "Clement"	" "
		26th	S/S "Dominic"	" Maranham, Ceara & Parnahyba
	February	4th	S/S "Bernard"	" Manaos
		17th	S/S "Cearense"	" "
		28th	S/S "Amazonense"	" Maranham, Ceara & Parnahyba
	March	11th	S/S "Clement"	" Manaos
		23rd	S/S "Clement"	" Manaos
		26th	S/S "Gregory"	" Maranham, Ceara & Parnahyba

April	7th	S/S "Cearense"	Para, Manaos	6793
	16th	S/S "Boniface"	" "	
	23rd	S/S "Polycarp"	" Maranham, Ceara & Parnahyba	
May	6th	S/S "Francis"	" Manaos	
	14th	S/S "Clement"	" "	
	25th	S/S "Dunstan"	" Maranham, Ceara & Parnahyba	
June	7th	S/S "Cearense"	" Manaos	
	15th	S/S "Cuthbert"	" "	
	25th	S/S "Dominic"	" Maranham, Ceara & Parnahyba	6794
July	7th	S/S "Clement"	" Manaos	
	15th	S/S "Hubert"	" "	
	25th	S/S "Amazonense"	" Maranham, Ceara & Parnahyba	
August	5th	S/S "Cearense"	" Manaos	
	15th	S/S "Christopher"	" "	
	25th	S/S "Basil"	" Maranham, Ceara & Parnahyba	
September	3rd	S/S "Clement"	" Manaos	6795
	15th	S/S "Justin"	" "	
	24th	S/S "Polycarp"	" Maranham, Ceara & Parnahyba	
October	4th	S/S "Cearense"	" Manaos	
	15th	S/S "Boniface"	" Manaos	
	25th	S/S "Dunstan"	" Maranham, Ceara & Parnahyba	
November	5th	S/S "Clement"	" Manaos	
	16th	S/S "Francis"	" "	
	26th	S/S "Dominic"	" Maranham, Ceara & Parnahyba	6796
December	5th	S/S "Cearense"	" Manaos	
	15th	S/S "Cuthbert"	" "	
	23rd	S/S "Basil"	" Maranham, Ceara & Parnahyba	

1911

January	5th	S/S "Clement"	Para, Manaos	
	12th	S/S "Hubert"	" "	
	28th	S/S "Bernard"	" Maranham, Ceara & Parnahyba	

6797	February	1st	S/S "Gregory"	Para
		7th	S/S "Cearense"	" Manaos
		14th	S/S "Christopher"	" "
		24th	S/S "Polycarp"	" Maranham, Ceara & Parnahyba
		24th	S/S "Kyleakin"	" Manaos
	March	6th	S/S "Clement"	" "
		11th	S/S "Stephen"	" Manaos
		27th	S/S "Dunstan"	" Maranham, Ceara & Parnahyba
6798	April	5th	S/S "Antares"	Manaos
		5th	S/S "Cearense"	Para, Manaos
		21st	S/S "Boniface"	" "
		24th	S/S "Dominic"	Maranham, Ceara
	May	5th	S/S "Clement"	Para, Manaos
		12th	S/S "Napo"	" "
		13th	S/S "Francis"	" "
		25th	S/S "Basil"	" Mara[illegible]m, Ceara & Parnaí
	June	6th	S/S "Cearense"	" Ma[illegible]
6799		8th	S/S "Cuthbert"	"
		10th	S/S "Gregory"	"
		23rd	S/S "Dominic"	" [illegible]nham, Ceara & Parnahyba
	July	6th	S/S "Clement"	" Manaos
		11th	S/S "Hubert"	" "
		25th	S/S "Ucayali"	" "
		26th	S/S "Amazonense"	" Maranham, Ceara & Parnahyba
	August	11th	S/S "Denis"	" Manaos
6800		23rd	S/S "Boniface"	" Maranham, Ceara & Parnahyba
	September	2nd	S/S "Clement"	" Manaos
		8th	S/S "Javary"	" "
		16th	S/S "Justin"	" "
		26th	S/S "Polycarp"	Maranham, Ceara & Parnahyba
	October	10th	S/S "Christopher"	Para, Manaos
		24th	S/S "Crispin"	" Maranham, Ceara & Parnahyba
	November	4th	S/S "Clement"	" Manaos
		13th	S/S "Stephen"	" "

November	23rd	S/S "Dunstan"	Para Maranham, Ceara & Parnahyba	6801
December	4th	S/S "Christopher"	" & Manaos	
	14th	S/S "Pancres"	" "	
	21st	S/S "Javary"	" "	
	23rd	S/S "Basil"	" Maranham, Ceara & Parnahyba	
		1912		
January	5th	S/S "Clement"	Para & Manaos	
	15th	S/S "Hubert"	" "	
	25th	S/S "Dominic"	" Maranham, Ceara & Parnahyba	6802
February	4th	S/S "Christopher"	" Manaos	
	15th	S/S "Aidan"	" "	
	25th	S/S "Cuthbert"	" Maranham, Ceara & Parnahyba	
March	8th	S/S "Clement"	" Manaos	
	15th	S/S "Francis"	" "	
	17th	S/S "Kyleakin"	" "	
	29th	S/S "Benedict"	" Maranham, Ceara & Parnahyba	
April	4th	S/S "Christopher"	" Manaos	6803
	15th	S/S "Aidan"	" "	
	25th	S/S "Boniface"	" Maranham, Ceara & Parnahyba	
May	5th	S/S "Clement"	" Manaos	
	15th	S/S "Denis"	" "	
	28th	S/S "Justin"	" Maranham, Ceara & Parnahyba	
June	5th	S/S "Christopher"	" Manaos	
	15th	S/S "Aidan"	" "	
	30th	S/S "Crispin"	" Maranham, Ceara & Parnahyba	6804
July	5th	S/S "Clement"	" Manaos	
	13th	S/S "Pancras"	" "	
	25th	S/S "Basil"	" Maranham, Ceara & Parnahyba	
August	3rd	S/S "Christopher"	" Manaos	
	12th	S/S "Gregory"	" "	
	14th	S/S "Stephen"	" "	
	24th	S/S "Dominic"	" Maranham, Ceara & Parnahyba	

6805	September	4th	S/S "Clement"	Para, Manaos
		12th	S/S "Francis"	" "
		25th	S/S "Cuthbert"	" Maranham, Ceara & Parnahyba
	October	5th	S/S "Christopher"	" Manaos
		5th	S/S "Napo"	" "
		15th	S/S "Denis"	" "
		24th	S/S "Dunstan"	" Maranham, Ceara & Parnahyba
	November	5th	S/S "Clement"	" Manaos
		15th	S/S "Hubert"	" "
6806		16th	S/S "Javary"	" "
		23rd	S/S "Boniface"	" Maranham, Ceara & Parnahyba
	December	4th	S/S "Christopher"	" Manaos
		13th	S/S "Aiden"	" "
		24th	S/S "Justin"	" "
		27th	S/S "Napo"	" Maranham, Ceara & Parnahyba

6807 STEAMERS DESPATCHED BY VARIOUS PARTIES FROM NEW YORK TO VARIOUS PORTS IN BRAZIL

——oOo——

1906

	February	2nd	S/S "Skuld"	New York-Brazil, Pernambuco, Bahia, Rio Janeiro, Santos—Tweedie Tdg. Co.
	March	10th	S/S "Rygja"	New York-Brazil, Rio Janeiro Santos, Desterro, Rio Grande do Sul—Tweedie Tdg. Co.
6808	April	25th	S/S "Woodfield"	New York-Brazil, Pernambuco, Maceio, Rio Janeiro, Santos & Rio Grande do Sul—Tweedie Tdg. Co.
	June	25th	S/S "Minerva"	New York-Brazil, Pernambuco, Bahia, Rio Janeiro, Santos, Rio Grande do Sul—Tweedie Tdg Co.
	August	2nd	"Queen Eleanor"	New York-Brazil, Pernambuco, Rio Janeiro, Santos, Desterro—Tweedie Tdg. Co.

October	20th	S/S "Indiana"	New York-Brazil, Pernambuco, Rio Janeiro, Santos & Rio Grande do Sul—Tweedie Tdg. Co.	6809
		1907		
January	14th	S/S "Melderskin"	New York-Brazil, Pernambuco, Rio Janeiro & Santos.—Tweedie Tdg. Co.	
May	11th	S/S "Indiana"	New York-Brazil, Rio Janeiro & Santos—Tweedie Tdg. Co.	6810
		1908		
October	29th	S/S "Newton Hall"	New York to Rio & Santos, Norton Line.	
December	22nd	S/S "Richmond"	do	
		1909		
March	16th	S/S "Falk"	New York to Porto Velho—Mamore R. R. Co.	
		1910		
February	10th	S/S "Falk"	New York to San Antonio & Porto Velho—Mamore R. R. Co.	6811
December	23rd	S/S "Bantu"	New York to Bahia & Rio de Janeiro—Norton Line.	
		1911		
March	2nd	S/S "Industry"	New York to Rio de Janeiro—Norton Line.	
November	25th	S/S "Santa Rosalia"	New York to Rio de Janeiro—Norton Line.	
December	22nd	S/S "Warrior"	New York to Pernambuco, Bahia, Rio de Janeiro and Santos—Standard Oil Company.	6812
		1912		
May	3rd	S/S "Boldwell"	New York to Pernambuco, Bahia, Rio de Janeiro and Santos—Standard Oil Company.	
	21st	S/S "Forgewell"	New York to Rio & Santos—Standard Oil Co.	
	27th	S/S "Parkgate"	——do—— ——:——	
June	12th	S/S "Tempus"	——do—— ——:——	

6813	July	1st	S/S "Arndale"	New York to Pernambuco, Bahia, Rio de Janeiro and Santos.—Standard Oil Cmpany.
	July	19th	S/S "Suruga"	New York to Rio & Santos—Barber & Company.
	July	28th	S/S "Canadia"	New York to Rio & Santos—Sampaio, Correo & Co.
	August	28th	S/S "Kildale"	New York to Bahia, Rio de Janeiro and Santos Standard Oil Company.
6814	October	21st	S/S "Canadia"	New York to Rio & Santos—Sampaio, Correo & Co.

6815

6816

Petitioner's Exhibit 218.—Betts 825. 6817

FUNCH, EDYE & CO.

STEAMSHIP AGENTS AND SHIP BROKERS.

Maritime Building

8-10 Bridge Street.

New York, Jan. 11, 1909.

MEMORANDUM OF FREIGHT CONTRACT made this 11th day of January, 1909, between Messrs. Funch, Edye & Co., on behalf of the HAMBURG-SOUTH AMERICAN S. S. Co., & HAMBURG-AMERICAN LINE, JOINT SERVICE, and Mr. G. M. 6818 Hughes, for account of THE SINGER MANUFACTURING COMPANY, from New York to South Brazil ports, for all shipments of sewing machines and parts consigned to the under-noted ports in Brazil for a period from date to December 31, 1909, and at the following rates:

Pelotas via Rio Grande do Sul, 27½c. per cu. ft. landed.
Port Alegre via Rio Grande do Sul, 30c. per cu. ft., landed.
Sao Francisco do Sul, 20c. per cu. ft., F. f. a.
Paranagua, 20c. per cu. ft., f. f. a.
Rio Grande do Sul, 20c. per cu. ft. landed.

6819

Messrs. Funch, Edye & Co., or their associates, expect to have not less than one steamer per month from New York to Rio Grande do Sul, calling at Sao Francisco do Sul and Paranagua when sufficient cargo offers. If at any time Messrs. Funch, Edye & Co., or their associates, should not have a vessel in position to meet the trade requirements of the Singer Manufacturing Co., then Mr. G. M. Hughes to have the privilege of making shipments by other lines, after having first secured the consent of Messrs. Funch, Edye & Co., to make such shipments.

6820

This contract to be continued after the 31st December, 1909, subject to ninety days' notice of withdrawal to be given by either party, but such notice not to be given prior to the 1st October, 1909.

Brokerage of 1¼% to be paid to Black & Geddes.

FUNCH, EDYE & CO.,

Per C. H. Betts.

Agents for Hamburg-South American S.S. Co. & Hamburg-American Line, Joint Service.

6821 I confirm and agree to the above.

For the Singer Manufacturing Co.

Signed in duplicate.

Petitioner's Exhibit 219.—Betts 830.

Lamport & Holt Line authorized Messrs. Funch, Edye & Company representatives to discuss with Singer Manufacturing Company amendment relative to advance of rates in their two existing contracts, one dated January 13th, 1909, made by agents L. & H. Line and one November 12th,
6822 1909, made by agents German Line. Lamport & Holt agents did not authorize Messrs. Funch, Edye & Company to cancel old contracts and make a new one in their own name. L. & H. Agents have neither seen nor heard of the present contract until now presented at this meeeting. L. & H. Line have not authorized the present contract and consider their own contracts of January 13th, 1909 with amendment regarding rates still in force. As a matter of record L. & H. Line thinks their confidence has been abused. The Rio Advance of $1.80 effective on the Terence due 20th
6823 having been personally arranged by B. & D.

Petitioner's Exhibit 220.—Betts 831.

FUNCH, EDYE & CO.

STEAMSHIP AGENTS & SHIP BROKERS.

Maritime Building.

8-10 Bridge Street.

New York, Jan. 19, 1911.

6824 Messrs. Singer Manufacturing Co.,

Elizabethport, N. J.

Dear Sirs:

With reference to the continuation and amendment of contracts which we concluded with your good selves for mid-Brazil ports, dated the 16th of December, 1910, we have been requested by you through Mr. Black to write you whether we had full authority to amend your former contracts, and in reply we beg to state that we hold full

authority to execute the continuation and amendment as presented to you and as signed by us both. We may mention, however, that on December 21st, 1910, a full record of the matter was sent to the principals of all the Lines interested, and we have no reason to suppose that any alteration in the form of the contract will be suggested, but should they wish the continuation and amendment of your freight contract altered in any way, we will approach you, and no doubt you will permit us to make such alterations as the various principals interested may wish, it being, of course, understood that there will be no change in the rates of freight and other conditions. 6825 6826

Yours very truly,

FUNCH, EDYE & Co.

CHB-G

Petitioner's Exhibit 221.—Betts 833.

FUNCH, EDYE & Co.

STEAMSHIP AGENTS & SHIP BROKERS.

Maritime Building.

8-10 Bridge Street. 6827

New York, Feb. 29, 1912.

G. M. Hughes, Esq.,

Traffic Manager, Singer Manfg. Co.,

Elizabethport, N. J.

Dear Sir:

Referring to our contract with you, dated the 16th of December, 1910, to ports in Mid-Brazil, and which contract is still in effect, subject to 90 days' notice of withdrawal, our principals have called our attention to the fact that the rates under your existing contract are considerably lower than from Europe, and ask us to adjust our contract to the European basis as follows: 6828

Cabedello, 31½c., plus 8c. per freight ton to cover Government tax.

Bahia, 24c.

Pernambuco, 21c.

6829 Maceio, 27c.
Victoria, 24c.
Santos, 18c.

Rio de Janeiro, 18c., plus a conditional charge of 4½c. as mentioned in the existing contract.

The above rates are all net, per cubic foot.

We shall be glad to hear if you will agree to your contract being modified to conform to the foregoing rates; otherwise, all conditions to remain unchanged.

Yours very truly,

6830 FUNCH, EDYE & Co.,

CHB/G Per C. H. Betts.

Petitioner's Exhibit 224.—Betts 870.

DEUTCH-ATLANTISCHE TELEGRAPHEN-GESSELLSCHAFT.

(German Atlantic Cable Company) 1159

TWO DIRECT CABLES FROM GERMANY TO NEW YORK.

6831 L 73. Exclusive Connection with the Commercial Cable Company.
No. of Words 17 190

The following cablegram received "VIA EMDEN-AZORES" at .....M. subject to the terms and conditions printed on the back hereof, which are ratified and agreed to
From Hamburg.....To Lcd Sparks.....
Care Funch N. Y.

6832

Reduction	Cement	rates
Enforced	first	May
was	Made	known
End	April	

Eggert.

6833

Petitioner's Exhibit 226.—Betts 879.

STATEMENT OF BRAZIL SAILINGS.
JAN 1907 TO MAY 10th 1913.
SHOWING PORTS OF CALL.

6834

DATE SAILED	STEAMER	PORTS OF CALL
1907 Jan 20	Siegmund	Bahia Rio Santos
Mar 14	Gutrune	Perno Maceio Bahia Rio Sao Francisco Rio Grande
Mar 21	Gunther	Bahia Rio Santos Rio Grande
Apr 8	Sieglinde	Maceio Rio Santos
Apr 19	Siegmund	Bahia Rio Santos
Jun 17	Gutrune	Pernambuco Rio Santos
July 2	Gunther	Cabedello Perno Maceio Rio Rio Grande
Jul 19	Siegmund	Bahia Rio Santos
Aug 1	Sieglinde	Perno Rio Santos
Sept 6	Hero	Perno Bahia Rio Santos
Sept 19	Gutrune	Perno Maceio Victoria Rio Santos Rio Grande
Oct 1	Corrientes	Perno Maceio Rio Santos
Oct 15	Siegmund	Bahia Rio Santos Sao Francisco Rio Grande
Nov 1	Gunther	Cabedello Pernambuco Bahia Victoria Rio Santos

6835

6836

6837

	Date Sailed	Steamer.	Ports of Call.
	Nov 15	Sieglinde	Rio Santos Paranagua Florianopolis Rio Grande
6838	Nov 30	Christiania	Perno Maceio Bahia Rio Santos
	Dec 14	Gutrune	Rio Santos Sao Francisco Rio Grande
	Dec 31	Corrientes	Cabedello Perno Bahia Victoria Rio Santos
	1908 Jan 15	Siegmund	Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande
	Feb 1	Gunther	Pernambuco Maceio Bahia Rio Santos
6398	Feb 15	Sieglinde	Pernambuco Rio Santos Sao Francisco Rio Grande
	Feb 29	Christiania	Cabedello Pernambuco Bahia Rio Santos
	Mar 14	Gutrune	Rio Santos Paranagua Florianopolis Rio Grande
	Apr 1	Corrientes	Pernambuco Maceio Bahia Rio Santos
	Apr 15	Siegmund	Rio Santos Sao Francisco Rio Grande
6840	May 1	Gunther	Cabedello Perno Bahia Rio Santos

COPY BOUND CLOSE

6841

Date Sailed	Steamer.	Ports of Call.
May 15	Sieglinde	Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande
June 1	Christiania	Perno Maceio Bahia Rio Santos
Jun 15	Gutrune	Rio Santos Paranagua Sao Francisco Rio Grande
July 1	Corrientes	Perno Maceio Bahia Rio Santos
Jul 15	Siegmund	Rio Santos Paranagua Florianopolis Rio Grande
Aug 20	Gunther	Perno Bahia Rio Santos
Sept 1	Sieglinde	Rio Santos Paranagua Rio Grande
Sept 25	Corrientes	Perno Bahia Rio Santos
Oct 24	Siegmund	Natal Cabedello Perno Maceio Bahia Rio Santos
Nov 25	Gunther	Perno Maceio Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande
Dec 24	Sieglinde	Perno Bahia Rio Santos Sao Francisco Florianopolis Rio Grande
1909 Jan 9	Corrientes	Natal Cabedello Perno Bahia Rio Santos Florianopolis Rio Grande
Feb 10	Siegmund	Perno Bahia Rio Santos Paranagua Sao Francisco Rio Grande
Mar 10	Gunther	Perno Maceio Bahia Rio Santos Sao Francisco Rio Grande

6842

6843

6844

OSE IN CENTER

6845

Date Sailed	Steamer.	Ports of Call.
Apr 10	Sieglinde	Perno Bahia Rio Santos Sao Francisco Florianopolis Rio Grande
6846		
May 10	Siegmund	Natal Perno Maceio Bahia Rio Santos Florianopolis Rio Grande
June 3	Corrientes	Pernambuco Maceio Rio Santos Rio Grande
Jun 10	Desterro	Cabedello Pernambuco Maceio Bahia Rio Santos Rio Grande
Jul 10	Galicia	Perno Maceio Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande
Apr 15	Ripley	Perno Maceio Rio Santos Paranagua Sao Francisco Rio Grande
6847		
Sept 10	Desterro	Perno Maceio Rio Santos Sao Francisco Florianopolis Rio Grande
Oct 9	Corrientes	Cabedello Perno Rio Santos Rio Grande
Nov 10	Galicia	Perno Maceio Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande
Dec 10	Desterro	Cabedello Pernambuco Maceio
6848		Rio Santos Sao Francisco Rio Grande

COPY BOUND CLOSE

Date Sailed	Steamer.	Ports of Call.	
1910 Jan 13	Corrientes	Cabedello Pernambuco Bahia Victoria Rio de Janeiro Santos Florianopolis Rio Grande	
Feb 11	Galicia	Pernambuco Bahia Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande	6850
Apr 1	St Oswald	Pernambuco Victoria Rio Santos Rio Grande 850 Tons Coal A-C Charterers.	
Apr 12	St Johann	Perno Bahia Rio Santos Paranagua Rio Grande 700 Tons Coal A-C Owners——.	
May 5	Corrientes	Cabedello Perno Bahia Rio Santos Rio Grande	6851
May 10	Desterro	Rio Santos Paranagua Rio Grande	
May 26	Galicia	Cabedello Perno Rio Santos Florianopolis Rio Grande	
June 24	Woglinde	Perno Bahia Rio Santos Paranagua Sao Francisco Rio Grande	
July 19	Oppurg	Perno Bahia Rio Santos Sao Francisco Florianopolis Rio Grande	
Aug 10	Desterro	Perno Bahia Rio Santos Rio Grande	6852

SE IN CENTER

6853

	Date Sailed	Steamer.	Ports of Call.
	Aug 26	Westlands	Perno Victoria Rio Santos Paranagua Sao Francisco Rio Grande
6854	Sept 14	Galicia	Perno Rio Santos Paranagua Rio Grande
	Sept 27	Ince-Bank	Cabedello Perno Victoria Rio Santos Sao Francisco Rio Grande
	Oct 23	Woglinde	Perno Bahia Victoria Rio Santos Paranagua Sao Francisco Rio Grande
	Nov 10	Oppurg	Perno Maceio Rio Santos Paranagua Florianopolis Rio Grande
	Dec 10	Chatham	Perno Bahia Victoria Rio Santos Paranagua Sao Francisco Rio Grande
6855			
	1911 Jan 14	Galicia	Cabedello Perno Rio Santos Paranagua Rio Grande
	Feb 18	Woglinde	Pernambuco Rio Santos Paranagua Rio Grande
	Mar 10	Oppurg	Pernambuco Rio Santos Sao Francisco Florianopolis Rio Grande
	Apr 13	Nassovia	Cabedello Victoria Rio Santos Sao Francisco Florianopolis Rio Grande
6856	May 17	Ince-Bank	Perno Rio Santos Paranagua Sao Francisco Rio Grande

COPY BOUND CLOSE

6857

Date Sailed	Steamer.	Ports of Call.	
June 17	Woglinde	Perno Rio Santos Paranagua Sao Francisco Rio Grande	
July 15	Overdale	Perno Rio Santos Paranagua Sao Florianopolis Rio Grande	
Aug 17	Nassavia	Perno Rio Santos Paranagua Sao Francisco Rio Grande	6858
Sept 14	Wellgunde	Rio Santos Paranagua Sao Francisco Rio Grande	
Sept 30	Crossby	Pernambucco Rio Santos Paranagua Sao Francisco Rio Grande	
Oct 15	Woglinde	Pernambuco Bahia Victoria Rio Santos Rio Grande	
Nov 20	Overdale	Victoria Rio Santos Sao Francisco Rio Grande	
Dec 13	Nassovia	Victoria Rio Santos Paranagua Sao Francisco Florianopolis Rio Grande	6859
1912 Jan 11	Wellgunde	Rio Santos Rio Grande	
Jan 28	Crossby	Perno Victoria Rio Santos Paranagua Rio Grande	
Feb 17	Woglinde	Perno Victoria Rio Santos Paranagua Sao Francisco Rio Grande	
Mar 16	Theodore Wille	Perno Rio Santos Florianopolis Rio Grande	
Apr 6	Santa Anna	Victoria Rio Santos Paranagua Sao Francisco Rio Grande	6860

E IN CENTER

6861

	Date Sailed	Steamer.	Ports of Call.
	Apr 14	Lord Sefton	Pernambuco Rio Santos Para
			gua Florianopolis Rio Grande
6862			
	May 9	Nassovia	Victoria Rio Santos Sao Fran
			cisco Rio Grande
	May 24	Wellgunde	Perno Rio Santos Rio Grand
	June 8	Numantia	Victoria Rio Santos Paranag
			Sao Francisco Rio Grande
	June 16	Woglinde	Perno Rio Santos Rio Grande
	July 13	Santa Ursula	Perno Victoria Rio Santos Pa
			nagua Sao Francisco Rio Gra
	Aug 16	Santa Rosa	Pernambuco Maceio Victoria
			Santos Paranagua Sao Franci
6863			Rio Grande
	Sept 7	Nassovia	Rio Santos
	Sept 15	Wellgunde	Pernambuco Victoria Rio San
			Paranagua Rio Grande
	Sept 26	Santa Theresa	Rio Santos Sao Francisco Flo
			nopolis Rio Grande
	Oct 12	Woglinde	Pernambuco Rio Santos Para
			gua Rio Grande
	Nov 15	Numantia	Pernambuco Victoria Rio San
			Paranagua Rio Grande
6864	Dec 17	Santa Ursula	Rio Santos
1913	Jan 2	Santa Rosa	Rio Santos Paranagua Sao Fr
			cisco Rio Grande

COPY BOUND CLOS

6865

6866

Date Sailed	Steamer.	Ports of Call.
Jan 6	Nassovia	Pernambuco Victoria Rio Santos
Jan 18	Sierra Blanca	Pernambuco Victoria Rio Santos Rio Grande
Feb 13	Lord Erne	Rio Santos
Feb 22	Santa Theresa	Bahia Victoria Rio Santos Sao Francisco Rio Grande
Mar 8	Christian X	Rio Santos Paranagua
Mar 25	Macedonia	Perno Bahia Rio Santos Florianopolis Rio Grande
Apr 10	Santa Barbara	Perno Maceio Bahia Victoria Rio Santos
Apr 25	Valesia	Rio Santos Paranagua Sao Francisco Rio Grande
May 10	Santa Rosa	Pernambuco Victoria Rio Santos

6867

6868

IN CENTER

6869

Petitioner's Exhibit 227.—Betts 885.

Sailings of the Sloman Line to Brazilian ports for 1904-5-6.

1904.

Steamer	Left New York
Syracusa	January 17th
Capri	" 31st
Catania	February 26th
Bellagio	March 12th
6870 Syracusa	" 27th
Capri	April 24th
Catania	May 15th
Bellagio	" 27th
Syracusa	June 20th
Capri	July 15th
Catania	August 6th
Bellagio	" 19th
Syracusa	Sept. 10th
Capri	" 24th
6871 Catania	Oct. 22nd
Bellagio	Nov. 13th
Syracusa	Dec. 8th
Capri	" 16th

1905.

Steamer	Left New York
Catania	January 13th
Bellagio	" 29th
Syracusa	March 15th
Capri	" 22nd
Catania	April 14th
Bellagio	" 20th
Syracusa	May 26th
Capri	June 15th
Catania	" 30th
Wotan	July 18th
Syracusa	August 10th
Capri	Sept. 2nd
Catania	" 26th
Wotan	Oct. 20th
Syracusa	Nov. 6th
Hurtsdale	Dec. 2nd

1906.

Steamer	Left New York
Wotan	January 6th
Syracusa	February 8th
Siegmund	" 27th
Sieglinde	March 28th
6872 Jacob Bright	April 17th
Gutrune	May 17th
Siegmund	" 26th
Gunther	June 19th
Sieglinde	July 11th
Siegmund	August 4th
Gutrune	" 18th
Gunther	Sept. 10th
Sieglinde	Oct. 10th
Siegmund	" 30th
Gutrune	Nov. 19th
Gunther	Dec. 6th
Sieglinde	" 31st

1907.

COPY BOUND CLOS

Petitioner's Exhibit 228.—Betts 885. 6873

SOUTHBOUND FROM NEW YORK.

Year	Sailings	Owned	Chartered	Capacity cu. ft.	Vacant Space	Cargo Carried Tons	Gross Freight
1907	18	17	1	3244757	9%	68291	$ 382,996.52
1908	19	19	-	4215058	18%	52966	251,712.55
1909	13	12	1	2562280	3%	56077	296,509.85
1910	16	7	9	4034719	0,68%	93126	483,055.91
1911	13	4	9	3698298	3%	85030	642,531.73
1912	18	9	9	5653053	2.5%	126786	1,058,252.03

6874

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SE IN CENTER

Petitioner's Exhibit 229.—Betts 886.

MMARY

			BAGS COFFEE			MISC CARGO CARRIED	NET SPACE IN SHIP
			CAPACITY	CARRIED SPACE IN BAGS		EQUIVALENT IN BAGS	IN BAGS
07	18	STEAMERS	1 202 000	700 308	501 692	2 300	499 392
08	21	"	1 408 000	664 264	743 736	7 650	736 086
09	14	"	987 000	782 769	204 231	7 700	196 531
10	12	"	817 000	336 541	480 459	9 730	470 729
11	13	"	1 268 000	238 985	1 029 015	18 500	1 010 515
12	17	"	1 647 000	359 076	1 287 924	101 520	1 186 404
			7 329 000	3 081 943	4 247 057	147 400	4 099 657

	CARRYING CAPACITY	CARRIED	SPACE
1907	100%	58 4%	41 6%
1908	100	47 7	52 3
1909	100	80 0	20 0
1910	100	42 4	57 6
1911	100	20 3	79 7
1912	100	28 0	72 0

	CARRYING CAPACITY	CARRIED	SPACE
1907/12	100%	44%	56%

AY 1st 1913

COPY BOUND CLOS

BAGS COFFEE

1907			Capacity	Carried	Empty Space In Bags	Misc Cargo Carried Tons Wt	
Siegmund	7 Jan	1907	66 000	59 342	6 658	—	
Gutrune	25 Feb	"	66 000	55 272	10 728	—	
Gunther	1 Mar	"	66 000	58 045	7 955	—	
Sieglinde	15 "	"	66 000	55 196	10 804	—	
Siegmund	23 "	"	66 000	57 605	8 397	—	
Gutrune	25 May	"	66 000	6 000	60 000	20	
Gunther	10 June	"	66 000	14 750	51 250	—	
Siegmund	21 "	"	66 000	55 994	10 006	—	6882
Sieglinde	2 July	"	66 000	55 000	11 000	—	
Gutrune	9 Sept	"	66 000	55 006	10 994	—	
Corrientes	14 "	"	76 000	15 750	60 250	—	
Siegmund	23 "	"	66 000	20 500	45 500	—	
Gunther	11 Oct	"	66 000	31 750	34 250	20	
Sieglinde	29 "	"	66 000	41 100	24 900	—	
Hero	22 Nov	"	60 000	36 500	23 500	—	
Gutrune	29 "	"	66 000	34 750	31 250	20	
Corrientes	10 Dec	"	76 000	13 000	63 000	—	
Siegmund	28 "	"	66 000	34 750	31 250	11	6883
			1 202 000	700 308	501 692	71	

BAGS COFFEE

1908			Capacity	Carried	Empty Space In Bags	Misc Cargo Carried Tons Wt	
Gunther	12 Jan	1908	66,000	45 760	20 240	—	
Sieglinde	31 Jan	"	66,000	21 000	45 000	74	
Christiania	13 Feb	"	60 000	33 000	27 000	4	
Gutrune	5 March	"	66 000	39 000	27 000	10	
Corrientes	10 "	"	76 000	19 000	57 000	—	6884
Siegmund	2 Apl	"	66 000	30 260	35 740	40	
Gunther	10 "	"	66 000	53 472	12 528	2	
Sieglinde	2 May	"	66 000	30 674	35 326	—	
Christiania	7 "	"	60 000	17 356	42 644	—	
Gutrune	27 "	"	66 000	34 250	31 750	45	
Corrientes	8 June	"	76 000	29 039	46 961	—	
Siegmund	28 "	"	66 000	8 296	57 704	—	
Gunther	8 July	"	66 000	26 550	39 450	—	
Sieglinde	27 "	"	66 000	8 676	57 324	—	
Christiania	10 Aug	"	60 000	10 164	49 836	—	

E IN CENTER

6885	Gutrune	27	Aug	1908	66 000	16 629	49 371	64
	Corrientes	11	Sept	"	76 000	59 322	16 678	—
	Siegmund	30	"	"	66 000	51 467	14 533	—
	Gunther	13	Nov	"	66 000	56 691	9 309	—
	Sieglinde	20	"	"	66 000	11 508	54 492	—
	Corrientes	2	Dec	"	76 000	62 150	13 850	—
					1 408 000	664 264	743 736	239

BAGS COFFEE

					Capacity	Carried	Empty Space In Bags	Misc Cargo Carried Tons Wt
6886	1909							
	Siegmund	12	Jan	1909	66 000	59 979	6 021	—
	Gunther	13	Feb	"	66 000	54 905	11 095	—
	Santa Ursula	3	March	"	103 000	92 398	10 602	—
	Sieglinde	11	"	"	66 000	56 466	9 534	—
	Corrientes	29	"	"	76 000	65 529	10 471	4
	Desterro	25	May	"	46 000	8 500	37 500	—
	Siegmund	27	Apl	"	66 000	17 859	48 141	25
	Desterro	23	Aug	"	46 000	34 123	11 877	—
	Corrientes	9	Sept	"	76 000	60 604	15 396	9
6887	Galicia	13	Oct	"	60 000	50 837	9 163	20
	Ripley	18	Nov	"	94 000	75 419	18 581	8
	Desterro	23	"	"	46 000	42 755	3 245	90
	Santa Fe	10	Dec	"	100 000	98 488	1 512	—
	Corrientes	29	"	"	76 000	64 907	11 093	84
					987 000	782 769	204 231	240

BAGS COFFEE

					Capacity	Carried	Empty Space In Bags	Misc Cargo Carried Tons Wt
	1910							
6888	Galicia	2	Feb	1910	60 000	8 750	51 250	182
	Desterro	25	"	"	46 000	14 583	31 417	34
	Corrientes	7	April	"	76 000	27 576	48 424	24
	Galicia	14	May	"	60 000	1 000	59 000	18
	Desterro	29	July	"	46 000	42 121	3 879	9
	Corrientes	8	Aug	"	76 000	38 424	37 576	—
	Galicia	31	"	"	60 000	19 243	40 757	9
	Woglinde	6	Oct	"	102 000	29 339	72 661	—
	Oppurg	17	"	"	100 000	34 758	65 242	—
	Desterro	7	Nov	"	46 000	9 133	36 867	—
	Westland	11	Dec	"	85 000	57 436	27 564	9

COPY BOUND CLOSE

Galicia	22 Dec	1910	60 000	54 178	5 822	19	6889
			817 000	336 541	480 459	304	

BAGS COFFEE

1911			Capacity	Carried	Empty Space In Bags	Misc Cargo Carried Tons Wt	
Ince Bank	17 Jan	1911	88 000	31 150	56 850	74	
Woglinde	2 Feb	"	102 000	12 108	89 892	55	
Oppurg	23 "	"	100 000	4 291	95 709	51	
Nassovia	28 March	"	96 000	20 686	75 314	64	
Chatham	8 April	"	105 000	5 500	99 500	8	6890
Woglinde	5 June	"	102 000	20 250	81 750	7	
Oppurg	21 "	"	100 000	17 000	83 000	9	
Nassovia	31 July	"	96 000	13 250	82 750	53	
Ince Bank	21 Sept	"	88 000	28 250	59 750	68	
Woglinde	2 Oct	"	102 000	27 500	74 500	10	
Overdale	9 Nov	"	94 000	20 000	74 000	51	
Nassovia	28 "	"	96 000	17 500	78 500	11	
Wellgunde	26 Dec	"	99 000	21 500	77 500	117	
			1 268 000	238 985	1 029 015	578	6891

BAGS COFFEE

1912			Capacity	Carried	Empty Space In Bags	Misc Cargo Carried Tons Wt	
Woglinde	29 Jan	1912	102 000	54 000	48 000	70	
Overdale	15 Mar	"	94 000	2 750	91 250	996	
Santa Anna	25 "	"	110 000	4 250	105 750	9	
Nassovia	11 Apl	"	96 000	—	96 000	—	
Wellgunde	8 May	"	99 000	9 773	89 227	92	
Woglinde	31 "	"	102 000	—	102 000	100	
Numantia	25 Oct	"	115 000	98 750	16 250	—	
Nassovia	15 Aug	"	96 000	—	96 000	146	68 2
Woglinde	21 Sept	"	102 000	—	102 000	62	
Santa Ursula	25 June	"	103 000	33 015	69 985	769	
Santa Rosa	30 July	"	110 000	11 500	98 500	827	
Wellgunde	25 Aug	"	99 000	—	99 000	24	
Santa Rosa	14 Dec	"	110 000	31 250	78 750	73	
Nassovia	18 "	"	96 000	3 073	92 927	—	
Santa Theresa	5 Sept	"	110 000	20 750	89 250	—	
Santa Ursula	1 Dec	"	103 000	89 965	13 035	17	
			1 647 000	359 076	1 287 924	3 185	

SE IN CENTER

OFF

6893

Petitioner's Exhibit 213a—Betts 888.

6894

	Pernambaco	Bahia	Rio de Janeiro	Santos
	$ c	$ c	$ c	$ c
Oakum and Oakum Yarn..per cu. ft.....	.21	.25½	.21	.21
Oars ..... " "	.21	.25½	.21	.21
Oatmeal (in barrels)..... " "	.21	.25½	.21	.21
Oats .....per bu. 32 lbs....	.20	.26	.20	.20
Ochre .....per 100 lbs.....	.42	.51	.42	.42
Oil (Castor or Cod Liver)....per cu. ft....	.27	.31½	.27	.27
or per 100 lbs.....	.54	.63	.54	.54
	See folio No. 48			
6895 Oil, Cotton Seed (in Bbls. or Cases) per cu. ft	~~.14~~	~~.18½~~	~~.14~~	~~.14~~
Oil, Fish..... " "	.27	.31½	.27	.27
or per 100 lbs..	.54	.63	.54	.54
Oil, Fuel (in Cases).per case (See Lulg. Oil)	~~.30~~	~~.30~~	~~.30~~	~~.30~~
Oil, Fuel (in 50 gal. Bbls.) per barrel.....	~~1.80~~	~~2.25~~	~~1.80~~	~~1.80~~
	.20	.24½	.20	.20
Oil, Fuel (in other Pkgs.) per cu. ft.....	~~.18~~	~~.19½~~	~~.15~~	~~.15~~
	See Lulg Oil			
Oil, Gas (in 50 gallon Barrels)..per barrel..	~~1.80~~	~~2.25~~	~~1.80~~	~~1.80~~
Oil, Gas (in Cases).... per case.....	~~.30~~	~~.30~~	~~.30~~	~~.30~~
6896 Oil, Gas (in other Pkgs. than Bbls. and Cases)	20c	24½	20c	20c
per cu. ft.....	~~.15~~	~~.19½~~	~~.15~~	~~.15~~

COPY BOUND CLOS

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6897

6898

(Kerosene and Crude Petroleum, in cases)	(See Folio No. 51)			
Kerosene (in cases containing 3-5 gal. cans and measuring 3 6-12 cu. ft...per case	~~.45~~	~~.60~~	~~.45~~	~~.45~~
	Special			
Kerosene (10 gal. drums..per cu. ft....	~~.45~~	~~.19½~~	~~.15~~	~~.15~~
Lard (in Bbls. or cases).. " "	.20	.24½	.20	.20
	See folio No. 50			
Lubricating (in 50 gal. Bbls.).per barrel.	~~2.25~~	~~2.80~~	~~2.25~~	~~2.25~~
Lubricating (in cases)....per case.....	~~.40~~	~~.19~~	~~.40~~	~~.40~~
Sewing Machine....per cu. ft.....	.27	.31½	.27	.27
(Shale)....per ton wt. or meast.....	8.40	10.20	8.40	8.40
(others of small value) ....per cu.ft....	.24	.28½	.24	.24
or per 100 lbs...	.48	.57	.48	.48
Baize.....per cu. ft.....	.27	.31½	.27	.27
Cloth..... " "	.27	.31½	.27	.27
ren's Stores..... " "	.27	.31½	.27	.27
Creosote.....p. bbl. of 50 gals.	2.ffa	2.ffa	2.ffa	
" p. bbl. of 50 gals.	.301d	2.301d	2.301d	2.—

6899

6900

1725

SE IN CENTER

OFF

6901

Petitioner's Exhibit 213-b—Betts 888.

6902

		Cab. Maceio	Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	$ c	
Oil, Kerosene, in Cases....per case.....		~~.18~~	~~.18~~	~~.14~~	~~.17~~		
~~without primage....~~		~~U.D.~~	~~F.F.A.~~	~~F.F.A.~~	~~U.D.~~		
Dec. 27/09							
Jany. Feby. March.	F. F. A.	13c	15c	14c	15c	landed	
Jany. 7/10							
Jany. Feby. March.	F. F. A.	—	14c	—	14c	landed	
Feby. 15/10							
April	F. F. A.	14c	14c	14c	14c	landed	
6903 3/9/10 May, Shpt.	F. F. A.	14c	14c	14c	14c	landed	
4/13/10 June Shpt.	F. F. A.	14c	14c	14c	14c	landed	
4/25/10 July Shpt.	F. F. A.	14c	14c	14c	14c—		
		Texas Oil		1c case extra			
5/6/10 July. Aug. Shpt.	F. F. A.	14c	14c	14c	14c—		
		Texas Oil		15c Case.			
6/1/10 Sept. Shpt.	F. F. A.	"	"	"	"	"	
6/15/10	F. F. A.	14c	16c	16c	16c	"	
		Texas Oil		1c extra			
6904 Sept. 28. 10 from date to Jan 1. ffa.		18	18	18	18		
" " " after Jan. 1.		20	20	20	20		

COPY BOUND CLOS

ob. 18 CABLE from date ffa.	22½	22½	22½	22½
r. 25 Bill and Feb. 11	"	"	"	"
Victoria				
c. 7 24 ffa.				
. 27 period unlimited.				

Petitioner's Exhibit 3-a—Betts 888.

	Pernambuco	Bahia	Rio de Janeiro	Santos
	$ c	$ c	$ c	$ c
kum and Oakum Yarn.....per cu. ft.....	.30	.33	.27	.27
rs ..... " "	.30	.33	.27	.27
meal (in barrels)..... " "	.30	.33	.27	.27
s.....per ton wt. or meast.....	10.80	12.00	9.60	9.60
ire..... " " "	12.00	13.20	10.80	10.80
(Castor or Cod Liver) ...per cu. ft.....	.36	.39	.33	.33
Cocoanut.....per 2240 lbs.	13.80	15.00	12.60	12.60
Cotton Seed (in Bbls. or Cases).....	(Special)			
Essential.....per cu. ft.....	.39	.42	.36	.36
Fish..... " "	.36	.39	.33	.33
Fuel (in Cases).....				
Fuel (In 50 gal. Bbls.).....	(See Lub. Oil)			
Gas (in 50 gallon Barrels).....				
Gas (in Cases).....				
(Kerosene and Crude Petroleum, in cases)	(Special)			

E IN CENTER

6909	6910	6911	6912					
Oil, Lard (in Bbls. or Cases)..per cu. ft.....				.28	.31	.25	.25	
Oil, Lubricating (in 50 gal. Bbls.).....								
Oil, Lubricating (in cases).....					(Special)			
Oil, Rosin.....per cu. ft.....				.27	.30	.24	.24	
Oil, Sewing Machine	"	"	....	.33	.36	.30	.30	
Oil (Shale)..per ton wt. or meast.....				12.00	13.20	10.80	10.80	
Oil (others of small value)....per cu. ft.....				.33	.36	.30	.30	
Oil Baize.....	"	"	....	.36	.39	.33	.33	
Oil Cloth.....	"	"	....	.36	.39	.33	.33	
Oil Paintings.....	"	"	....	.69	.72	.66	.66	
Or ad valorem.....			....	2%	2%	2%	2%	
Oilmen's Stores.....	"	"	....	.36	.39	.33	.33	
Opium	"	"	....	.69	.72	.66	.68	
Or ad valorem.....			....	2%	2%	2%	2%	
Organs	"	"	....	.33	.39	.30	.30	
Oxygen, Compressed (in cylinders)	"	"	....	.69	.72	.66	.66	

COPY BOUND CLOSE

PAGE CUT O

Petitioner's Exhibit 186.—Humphrey 944. 6913

LAMPORT & HOLT, Ld.

Liverpool, 28 November 1911.

Dear Mr. Arbuckle,

I was very glad to have an opportunity of seeing you in London and being of some little service to you and I recall with pleasure our very friendly interview and conversations. I hope that you had a satisfactory reception at the hands of the Secretary to the Admiralty and others under whose notice you desired to bring your Salvage Co. Only a 6914
day or two later I noted in the paper that one of Mr. Ballin's steamers, the PRINZ JOACHIM, had gone ashore badly at the Bahamas and that a contract had been made with Merritt's Wrecking Co. for her salvage. It seems a pity that you should not have secured the job.

Turning to the question of your coffee shipments from Brazil and your very friendly sentiments towards us, I hope that when opportunity allows you will discuss with your good nephew and partner Mr. Jamieson, (to whom my best respects,) the advantages you might obtain by 6915
again entrusting to us the whole of your business, which we held to such mutual satisfaction for so many years. On my recent visit to Brazil, when I had the pleasure of seeing your representatives in Rio and Santos, I gathered that the facilities which we could offer them and you, the same as we do to our other friends, might easily outweigh the benefits which you gain from chartering for full cargoes, which, as it well known, is not always a satisfactory operation when everything is taken into consideration. I think I made it clear to you that we would welcome you back 6916
with open arms but that in view of altered circumstances it was no longer possible for us to give you any preferential terms except at the risk of disturbing our present harmonious relations with the rest of the trade and which was a proceeding we could not contemplate. It has been argued that we might give you the facility of shipping small parcels by the regular lines, whilst you retained your rights to charter for the bulk of your business, but I would ask you how long it would be under these circumstances be-

SE IN CENTER

6917 fore we had similar demands made upon us by other of our friends and who are now perfectly satisfied. Of course, you know that the whole of the coffee-freighting is now done under special contract with the shippers in Brazil, and I cannot imagine that there can possibly be anything illegal in this as has been suggested to us by you or your people from time to time. I do not, however, purpose now to labour the question, feeling that after what took place between us verbally in London your good firm will give it every consideration, and with a result satisfactory to us.

6918 Hoping you had a pleasant passage in the OLYMPIC and with my kindest regards, believe me,

Yours very truly,

ARTHUR COOK.

Mr. John Arbuckle.

Petitioner's Exhibit 196.—Humphrey 944.

ARBUCKLE & Co.

Caixa Do Correio 715.

6919 Rua De S. Bento, 4 E 6

Rio de Janeiro, 1st August 1911.

Per "Byron"

MESSRS. ARBUCKLE BROTHERS

New York.

Gentlemen,

Enclosed please find copies of letters to Agents of Syndicate Steamship Lines asking for freight room.

6920 No attention is paid to our requests.

Yours truly,

ARBUCKLE & Co.

per S. T. Bryan.

22nd July 1911.

MESSRS. DAVIDSON, PULLEN & Co.,

Agents Prince Line

Present.

Gentlemen, 6921

We have five hundred bags of coffee for New York and we hereby tender same for shipment, at regular rate of freight, per your S. S. "Indian Prince" sailing on the 24th inst.

Please confirm reservation of space, and oblige

Yours truly,

ARBUCKLE & Co.

per S. T. Bryan.

22nd July 1911. 6922

MESSRS. NORTON, MEGAW & Co., Ltd.,

Agents of Messrs. Lamport & Holt.

Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Bellasco" sailing on the 31st inst, and S. S. "Byron" sailing on the 3rd Augut. 6923

Please confirm reservation of space, and oblige

Yours truly,

ARBUCKLE & Co.

per S. T. Bryan.

Letter soliciting freight room for 500 bags Coffee for New Orleans per S. S. "Bellasco" sailing on the 31st inst. and 500 bags Coffee for New York per S. S. "Byron" sailing on the 3rd August, was delivered by the undersigned this day at 12.20 p. m. to Mr. Morrissy at the office of 6924 Messrs Norton, Megaw & Co., Ltd., Rua 1º de Marco No. 112.

Mr. Morrissy's answer was—"It is delivered."

Rio de Janeiro, 22nd July 1911.

L. Borgers.

Letter soliciting freight room for 500 bags Coffee for New York per S. S. "Indian Prince" sailing on the 24th inst. was delivered by the undersigned this day at 12 m.

6925 to Mr. Atlee at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 143.

Mr. Atlee's answer was—"It is delivered"

Rio de Janeiro, 22nd July 1911.

L. Borgers.

ARBUCKLE & Co.

Caixa Do Correio 715.

Rio de Janeiro, 15th July, 1911.

6926 Per "Vasari"

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters addressed to agents of Syndicate Steamship Lines asking for freight room.

No attention is paid to our requests.

6927 Yours truly

Arbuckle & Co.

per S. T. Bryan.

Letter soliciting freight room for 500 bags of Coffee for New Orleans per S. S. "Virgil" sailing on the 18th inst. was delivered by the undersigned this day at 1 p. m. to Mr. Robinson at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primera de Marco No. 112.

Mr. Robinson, after reading the letter, would not 6928 vouchsafe a reply but merely bowed in acknowledgment of having received it.

Rio de Janeiro, 13th July, 1911.

L. Borgers.

Arbuckle & Co.

per "Tennyson" Rio de Janeiro, 5th July, 1911.

Messrs. Arbuckle Brothers

New York.

Gentlemen, 6929

Enclosed please find copies of letters addressed to Agents of Syndicate Steamship Lines asking for freight room.

No attention is paid to our requests.

Yours truly,

Arbuckle & Co.
per S. T. Bryan.

3rd July 1911.

Messrs. Davidson, Pullen & Co., 6930

Agents Prince Line

Present.

Gentlemen,

We have five hundred bags of Coffee for New York and five hundred bags for New Orleans and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Eastern Prince" sailing on the 10th inst. and S. S. "Swedish Prince" sailing on the 19th inst.

Please confirm reservation of space, and oblige 6931

Yours truly

Arbuckle & Co.
per S. T. Bryan.

3rd July 1911.

Messrs. Norton, Megaw & Co., Ltd.

Agents of Messrs. Lamport & Holt

Present.

Gentlemen, 6932

We have five hundred bags of Coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Homer" sailing on the 4th inst. and S. S. "Vasari" sailing on the 16th inst.

Please confirm reservation of space, and oblige.

Yours truly

Arbuckle & Co.
per S. T. Bryan.

6933 19th June 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt.
Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, re-
6934 spectively per your S. S. "Tintoretto" sailing on the 22nd inst., and S. S. "Tennyson" sailing on the 3rd prox.

Please confirm reservation of space, and oblige.

Yours truly

Arbuckle & Co.
per S. T. Bryan.

Letter soliciting freight room for 500 bags for New Orleans and five hundred bags for New York, respectively per S. S. "Tintoretto" sailing on the 22nd inst. and S. S. "Tennyson" sailing on the 3rd prox. was delivered by the
6935 undersigned this day at 11.30 a. m. to Mr. M. Fletcher at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primero de Marco No. 112.

Mr. Fletcher's answer was—"It is delivered."

Rio de Janeiro, 19th June 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags Coffee for New York and five hundred bags for New Orleans, respectively per S. S. "Eastern Prince" sailing on the 10th
6936 inst. and S. S. "Swedish Prince" sailing on the 19th inst. was delivered by the undersigned this day at 12.20 p. m. to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Ltd., Rua Quitanda 143.

Mr. Taafe's answer was;—"Delivered, many thanks."

Rio de Janeiro, 3rd July 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags of Coffee for New Orleans and five hundred bags for New York,

respectively per S. S. "Homer" sailing on the 4th inst. 6937
and S. S. "Vasari" sailing on the 16th inst. was delivered by the undersigned this day at 11.40 a. m. to Mr. Morrisy at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Morrisy read the letter then handed it to Mr. Fletcher and said:—"It is delivered."

Rio de Janeiro, 3rd July 1911.

Chas. W. Bechtinger.

16th June 1911. 6938

Per "Verdi"

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters addressed to Agents of Syndicate Steamship Lines asking for freight room.

No attention is paid to our requests. 6939

Yours truly

Arbuckle & Co.
per S. T. Bryan.

Letter soliciting freight room for 500 bags coffee for New York per S. S. "Asiatic Prince" sailing on the 19th inst. was delivered by the undersigned this day at 1 p. m. to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 143.

Mr. Taafe's answer was—"Delivered, thank you very 6940
much."

Rio de Janeiro, 10th June 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags for New Orleans per S. S. "Horace" sailing on the 10th inst. and 500 bags coffee for New York per S. S. "Verdi" sailing on the 16th idem, was delivered by the undersigned this day at 11.15 a. m. to Mr. Fletcher at the office of Messrs.

6941 Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Fletcher's answer was—"It is delivered."

Rio de Janeiro, 5th June 1911.

Chas. W. Bechtinger.

ARBUCKLE & Co.

Rio de Janeiro, June 3rd 1911.

MESSRS. ARBUCKLE BROTHERS
New York.

6942 Gentlemen,

Enclosed please find copy of letters to Messrs. Norton, Megaw & Co., Ltd., asking for freight room.

No attention is paid to our request.

Yours truly

ARBUCKLE & Co.
per S. T. Bryan.

26th May 1911.

MESSRS. NORTON, MEGAW & Co., Ltd.,
6943 Agents of Messrs. Lamport & Holt
Present.

Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of freight per your S. S. "BYRON" sailing on the 3rd prox.

Please confirm reservation of space, and oblige,

Yours truly

ARBUCKLE & Co.
per S. T. Bryan.

6944

Letter soliciting freight room for 500 bags coffee for New York, per S. S. "Byron" sailing on the 3rd prox. was delivered by the undersigned this day at 11.40 a. m. to Mr. Morrisy at the office of Messrs. Norton, Megaw & Co., Rua Primeiro de Marco No. 112.

Mr. Morrisy after reading the letter replied:

"Delivered, all right."

Rio de Janiero, 26th May 1911,

CHAS. W. BECHTINGER.

3rd June 1911. 6945

MESSRS. ARBUCKLE BROTHERS
New York.

Gentlemen,

Enclosed please find copy of letter to Messrs. Norton, Megaw & Co., Ltd., asking for freight room.

No attention is paid to our request.

Yours truly

ARBUCKLE & Co.
per S. T. Bryan. 6946

10th June 1911.

MESSRS. DAVIDSON, PULLEN & Co.,
Agents Prince Line
Present.

Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment, at regular rate of freight, per S. S. "Asiatic Prince" sailing on the 19th inst. 6947

Please confirm reservation of space, and oblige.

Yours truly

per Arbuckle & Co.
per S. T. Bryan.

Letter soliciting freight room for 500 bags coffee for New York per S. S. "Asiatic Prince" sailing on the 19th inst. was delivered by the undersigned this day at 1 p. m. to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 143.

Mr. Taafe's answer was—"Delivered, thank you very much" 6948

Rio de Janeiro, 10th June 1911.

CHAS. W. BECHTINGER.

5th June 1911.

MESSRS. NORTON, MEGAW & Co., Ltd.,
Agents of Messrs. Lamport & Holt
Present.

6949 Gentlemen,

We have five hundred bags of Coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Horace" sailing on the 10th inst., and S. S. "Verdi" sailing on the 16th inst.

Please confirm reservation of space, and oblige.

Yours truly

per ARBUCKLE & Co.

per S. T. Bryan.

6950

Letter soliciting freight room for 500 bags for New Orleans per S. S. "Horace" sailing on the 10th inst, and 500 bags coffee for New York per S. S. "Verdi" sailing on the 16th idem, was delivered by the undersigned this day at 11.15 a. m. to Mr. Fletcher at the office of Messrs. Norton, Megaw & Co. Ltd., Rua Primeiro de Marco No. 112.

Mr. Fletcher's answer was—"It is delivered."

Rio de Janeiro, 5th June 1911.

CHAS. W. BECHTINGER.

6951

Letter soliciting freight room for 500 bags coffee for New York, per S. S. "Byron" sailing on the 3rd prox, was delivered by the undersigned this day at 11.40 a. m. to Mr. Morrisy at the office of Messrs. Norton, Megaw & Co., Rua Primeiro de Marco No. 112.

Mr. Morrisy after reading the letter replied:

"Delivered, all right."

Rio de Janeiro, 26th May 1911.

Chas. W. Bechtinger

6952

ARBUCKLE & Co.

Rio de Janeiro, 16th May 1911

Original per "Voltaire"

Duplicate.

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters to Agents of

Syndicate Steamship Lines asking for freight room. 6953
No attention is paid to our requests.

Yours truly

Arbuckle & Co.
per S. T. Bryan.

16th May 1911.

Original per "Voltaire"

Duplicate.

Messrs. Arbuckle Brothers 6954
New York.

Gentlemen,

Enclosed please find copies of letters to Agents of Syndicate Steamship Lines asking for freight room.
No attention is paid to our requests.

Yours truly

Arbuckle & Co.
per S. T. Bryan. 6955

Letter soliciting freight room for 500 bags coffee for New York per S. S. "Scottish Prince" sailing on the 18th inst., and 500 bags coffee for New Orleans per S. S. "Spanish Prince" sailing on the 25th inst, was delivered by the undersigned this day at 1.45 p. m. to Mr. Atlee at the office of Messrs. Davidson, Pullen & Co. Rua Quitanda 143.

Mr. Atlee handed the letter to the office boy to take in to Mr. Taafe; a little while after he returned with the reply—"Received, sends his regards." 6956
Rio de Janeiro, 12th May 1911.

Chas. W. Bechtinger.

10th May 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt.
Present.

6957 Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Chaucer" and S. S. "Voltaire" sailing on the 16th inst.

Please confirm reservation of space, and oblige.

Yours truly

Arbuckle & Co.
per S. T. Bryan.

6958

12th May 1911.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line.

Present.

Gentlemen,

We have five hundred bags of coffee for New York and five hundred bags for New Orleans and we hereby tender same for shipment, at regular rate of freight, respectively
6959 per your S. S. "Scottish Prince" sailing on the 18th inst. and S. S. "Spanish Prince" sailing on the 25th inst.

Please confirm reservation of space, and oblige.

Yours truly

Arbuckle & Co.
per S. T. Bryan.

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Pruth" sailing on the 24th inst. and 500 bags coffee for New York per S. S. "Tennyson"
6960 sailing on the 3rd May was delivered by the undersigned this day at 2.45 p. m. to Mr. Robinson at the office of Messrs. Norton, Megaw & Co., Ltd, Rua Primeiro de Marco No. 112.

Mr. Robinson opened the letter, read the contents and replied: "It is delivered."

Rio de Janeiro, 20th April 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags coffee for New York per S. S. "African Prince" sailing on the 29th

COPY BOUND

inst. was delivered by the undersigned this day at 1 p. m. 6961
to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 143.
After reading the letter Mr. Taafe said:
"Letter received, thank you very much."
Rio de Janeiro, 28th April 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Chaucer" and 500 bags coffee for New York per S. S. "Voltaire" both steamers sailing on 6962
the 16th inst, was delivered by the undersigned this day at 11.50 a. m. to Mr. Fletcher at the office of Messrs. Norton Megaw & Co. Ltd., Rua Primeiro de Marco No. 112.
Mr. Fletcher's answer was—"It is delivered."
Rio de Janeiro, 10th May, 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags coffee for New York per S. S. "Scottish Prince" sailing on the 18th 6963
inst, and 500 bags coffee for New Orleans per S. S. "Spanish Prince" sailing on the 25th inst, was delivered by the undersigned this day at 1.45 p. m. to Mr. Atlee at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda 143.
Mr. Atlee handed the letter to the office boy to take in to Mr. Taafe; a little while after he returned with the reply —"Received, sends his regards."

Rio de Janeiro, 12th May 1911.
Chas. W. Bechtinger.

6964
Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Chaucer" and 500 bags coffee for New York per S. S. "Voltaire" both steamers sailing on the 16th inst. was delivered by the undersigned this day at 11.50 a. m. to Mr. Fletcher at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.
Mr. Fletcher's answer was—
"It is delivered."
Rio de Janeiro, 10th May 1911.

Chas. W. Bechtinger.

CLOSE IN CENTER

6965 ARBUCKLE & Co. Rio de Janeiro 4th May 1911.

Original per "Tennyson"

Duplicate.

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters to Agents of the Syndicate Lines asking for freight room.

6966 No attention is paid to our requests.

Yours truly

Arbuckle & Co.

per S. T. Bryan.

20th April 1911.

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt.

Present.

6967 Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight respectively per your S. S. "Pruth" sailing on the 24th inst. and S. S. "Tennyson" sailing on the 3rd May.

Please confirm reservation of space, and oblige.

Yours truly,

ARBUCKLE & Co.

per S. T. Bryan.

6968

28th April, 1911.

MESSRS. DAVIDSON, PULLEN & Co.

Agents Prince Line,

Present.

GENTLEMEN,

We have five hundred bags of coffee for New York and we hereby tender same for shipment, at regular rate of

COPY BOUND

freight per S. S. "African Prince" sailing on the 29th inst. 6969
Please confirm reservation of space, and oblige.

Yours truly,

ARBUCKLE & Co.

per S. T. Bryan.

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Pruth" sailing on the 24th inst. and 500 bags coffee for New York per S.S. "Tennyson" sailing on the 3rd May, was delivered by the undersigned this day at 2.45 p. m. to Mr. Robinson at the office of 6970
Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Robinson opened the letter, read the contents and replied: "It is delivered."

Rio de Janeiro, 20th April, 1911.

CHAS. W. BECHTINGER.

Letter soliciting freight room for 500 bags coffee for New York per S.S. "African Prince" sailing on the 29th inst. was delivered by the undersigned this day at 1 p. m. 6971
to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 143.

After reading the letter Mr. Taafe said:

"Letter received, thank you very much."

Rio de Janeiro, 28th April, 1911.

CHAS. W. BECHTINGER.

ARBUCKLE & Co.

per s/s "Tennyson"

Santos, April 28th, 1911. 6972

MESSRS. ARBUCKLE BROS.,

NEW YORK.

GENTLEMEN,

We herewith beg to hand you copies of two letters we addressed to Messrs. F. S. Hampshire & Co., Agents of the Lamport & Holt Line, and Messrs. Zerrener, Bulow and Co., agents of the Prince Line of Steamers, tendering them Coffee for shipment to New York, and their verbal

CLOSE IN CENTER

6973 replies thereto are contained in the two statements attested to by Mr. Good and enclosed herewith.—

Yours truly

ARBUCKLE & Co.

per H. C. GOOD.

ARBUCKLE & Co. RUA SANTO ANTONIO N. 40

Santos.

This is to certify that on even date I handed Mr. Albert
6974 T. Smith, Manager of the firm of Messrs. F. S. Hampshire and Co. of this City, Agents for the Lamport & Holt Line of Steamers, a letter requesting the reservation of space for 1,000 bags of Coffee tendered by Messrs. Arbuckle and Co. for shipment to New York, 500 per s/s "Rosetti" sailing on the 28th inst: and the remaining 500 per s/s "Canning" sailing on the 30th inst: to which Mr. Smith replied that "all the room had been given out".—

Santos, April 20th, 1911.

H. C. GOOD.

6975

(COPY)

Santos, April 20th, 1911.

MESSRS. F. S. HAMPSHIRE AND Co., Ltd.,

Agents for the Lamport & Holt Line.

SANTOS.

GENTLEMEN,

We have 1,000 (one thousand) bags of coffee for New
6976 York, and we hereby tender same for shipment at regular rate of freight, 500 per your s/s "Rosetti" sailing on the 28th inst: and 500 per s/s "Canning" sailing on the 30th inst: for said port.

Please confirm reservation of space and oblige.

Yours truly,

pp ARBUCKLE & Co.

H.C.G FRED H. FAIRCHILD.

COPY BOUND

ARBUCKLE & Co. RUA SANTO ANTONIO N. 40 6977
Caixa do Correio N. 81
Santos.

I hereby beg to certify that on even date I handed Mr. Henry Wright of Messrs. Zerrenner, Bulow and Co. of this City, Agents for the Prince Line of Steamers, a letter requesting the reservation of space for 500 bags of Coffee tendered by Messrs. Arbuckle & Co. for shipment to New York per s/s "African Prince", and Mr. Wright replied to the effect that "they were unable to do the business." 6978

Santos, April 20th, 1911.

H. C. GOOD.

(COPY)

Santos, April 20th, 1911.

MESSRS. ZERRENNER, BULOW AND CO.

Agents for Prince Line.

SANTOS. 6979

GENTLEMEN,

We have (500) five hundred bags of Coffee for New York, and we hereby tender same for shipment at regular rate of freight per your s/s "African Prince" sailing on the 27th inst: for said port.

Pleace confirm reservation of space and oblige,

Yours truly,

pp ARBUCKLE & Co.

H.C.G. FRED H. FAIRCHILD.

ARBUCKLE & Co. RIO DE JANEIRO, 15th April, 1911. 6980

Original per "Vasari"

Duplicate.

MESSRS. ARBUCKLE BROTHERS

New York.

GENTLEMEN,

Enclosed please find copies of letters to agents of Syndicate Steamship Lines asking for freight room.

CLOSE IN CENTER

6981 No attention is paid to our requests.

Yours truly,

ARBUCKLE & Co.

per LOUIS R. GRAY.

15th April, 1911.

MESSRS. DAVIDSON, PULLEN & Co.,

Agents Prince Line.

6982 Present.

GENTLEMEN,

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of freight per your S.S. "Eastern Prince" sailing on the 19th inst.

Please confirm reservation of space, and oblige.

Yours truly,

ARBUCKLE & Co.

pp. LOUIS R. GRAY.

6983

15th April, 1911.

MESSRS. DAVIDSON, PULLEN & Co.

Agents Prince Line

Present.

GENTLEMEN,

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of
6984 freight per your S.S. "Eastern Prince" sailing on the 19th inst.

Please confirm reservation of space, and oblige,

Yours truly,

ARBUCKLE & Co.

pp. LOUIS R. GRAY.

Letters soliciting freight room for 500 bags coffee for New York per S.S. "Eastern Prince" sailing on the 18th inst. was delivered by the undersigned this day at 1 p. m.

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to Mr. Taafe at the office of Messrs. Davidson, Pullen & 6985
Co., Rua Quitanda No. 143.

Mr. Taafe's answer was "It is delivered."

Rio de Janeiro, 15th April, 1911.

CHAS. W. BECHTINGER.

10th April 1911.

MESSRS. NORTON, MEGAW & Co., Ltd.,

Agents of Messrs. Lamport & Holt.

Present.

Gentlemen, 6986

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Devonshire" sailing on the 15th inst, and S. S. "Vasari" sailing on the 16th inst.

Please confirm reservation of space, and oblige.

Yours truly,

pp. ARBUCKLE & Co.

V. H. O'Neil.

6987

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Devonshire" sailing on the 15th inst. and 500 bags coffee for New York per S. S. "Vasari" sailing on the 16th inst. was delivered by the undersigned this day at 11.20 a. m. to Mr. Morrisy at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Morrisy delivered it to Mr. Fletcher and said:

"It is delivered."

Rio de Janeiro, 10th April 1911. 6988

CHAS. W. BECHTINGER.

ARBUCKLE & Co.

Rio de Janeiro, 3rd April 1911.

Original per "Byron"

Duplicate , ,

MESSRS. ARBUCKLE BROTHERS

New York.

CLOSE IN CENTER

6989 Gentlemen,

Your favor of 4th ulto. with enclosures received and noted.

Enclosed please find copies of letters to agents of Syndicate Lines asking for freight room.

No attention is paid to our requests.

Yours truly

ARBUCKLE & Co.
per Louis R. Gray.

6990

18th March 1911.

MESSRS. DAVIDSON, PULLEN & Co.,

Agents Prince Line

Gentlemen, Present.

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rates of freight per your S. S. "Asiatic Prince" sailing on the 24th inst.

6991 Please confirm reservation of space, and oblige

Yours truly

ARBUCKLE & Co.
pp. Louis R. Gray.

28th March 1911.

MESSRS. NORTON, MEGAW & Co., Ltd.,

Agents of Messrs. Lamport & Holt

Present.

6992 Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York, and we hereby tender same for shipment at regular rate of freight respectively per your S. S. "Coronation" sailing on the 30th inst. and S. S. "Byron" sailing on the 5th April.

Please confirm reservation of space, and oblige.

Yours truly

pp Arbuckle & Co.
V. H. O'Neil.

COPY BOUND

1st April 1911. 6993

Messrs. Davidson, Pullen & Co.,

Agents Prince Line.

Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York, and we hereby tender same for shipment at regular rate of freight respectively per your S. S. "Black Prince" and S. S. "Orange Prince" sailing on the 6th inst. 6994

Please confirm reservation of space, and oblige.

Yours truly

Arbuckle & Co.

pp Louis R. Gray.

Letter soliciting freight room for 500 bags coffee for New York, per S. S. "Asiatic Prince" sailing on the 24th inst, was delivered by the undersigned this day at 2 p. m. to Mr. C. Atlee at the office of Messrs Davidson, Pullen & Co., Rua Quitanda 145. 6995

Mr. Atlee replied "There is no answer."

Rio de Janeiro, 18th March 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags coffee for New York per S. S. "Byron" sailing on 5th April and 500 bags for New Orleans per S. S. "Coronation" sailing on the 30th inst. was delivered by the undersigned this day at 11.50 a. m. to Mr. M. Fletcher at the office of Messrs. Norton, Megaw & Co., Ltd. Rua Primeiro de Marco 112. 6996

Mr. Fletcher, without even opening the letter said—

"It is all right."

Rio de Janeiro, 28th March 1911.

Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Black Prince" and 500 bags coffee for New York per S. S. "Orange Prince," both steamers

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6997 sailing on the 6th inst, was delivered by the undersigned this day at 12.45 p. m. to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co. Rua Quitanda No. 143.

Mr. Taafe's answer was—

"No reply, and much obliged to you."

Rio de Janeiro, 1st April 1911.

Chas. W. Bechtinger.

ARBUCKLE & Co.

RIO DE JANEIRO, 15th March 1911.

6998 Original per "Verdi"

Duplicate , ,

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters to agents of Syndicate Steamship Lines asking for freight room.

No attention is paid to our requests.

6999 Yours truly

Arbuckle & Co.

per Louis R. Gray.

3rd March, 1911.

MESSRS. ARBUCKLE BROTHERS

New York.

GENTLEMEN,

Enclosed please find copies of letters to agents of Syn-

7000 dicate Steamship Lines asking for freight room.

No attention is paid to our requests.

Yours truly,

Arbuckle & Co.

pp Louis R. Gray.

8th March 1911.

Messrs. Davidson, Pullen & Co.

Agents Prince Line

Present.

COPY BOUND

Gentlemen,

7001

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of freight per your S.S. "Indian Prince" sailing on the 11th inst.

Please confirm reservation of space, and oblige.

Yours truly,
Arbuckle & Co.
pp Louis R. Gray.

11th March 1911. 7002

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt

Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans, and five hundred bags for New York, and we hereby tender same for shipment at regular rate of freight respectively per your S.S. "Milton" and S.S. "Verdi" sailing on the 16th inst. 7003

Please confirm reservation of space, and oblige.

Yours truly,
Arbuckle & Co.
pp Louis R. Gray.

Letter soliciting freight room for 500 bags of coffee for New York, per S.S. "Indian Prince" sailing on the 11th inst, was delivered by the undersigned this day at 1.45 p. m. to Mr. C. Atlee at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 145. 7004

Mr. Atlee sent the letter to Mr. Taafe who shortly after brought it back to Mr. Atlee saying: "Here is something for you." Mr. Atlee then read the letter and said to the undersigned: "There is no answer."

Rio de Janeiro, 8th March, 1911.
Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags for New York and five hundred bags for New Orleans, per S.S.

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7005 "Verdi" and S.S. "Milton," respectively both steamers sailing on the 16th inst. was delivered by the undersigned this day at 2 p. m. to Mr. Morrisy at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Morrisy delivered it to Mr. Fletcher and then said: "It is delivered".

Rio de Janeiro, 11th March 1911.
Chas. W. Bechtinger.

7006 Original per "Verdi" 15th March 1911

Duplicate.

Messrs. Arbuckle Brothers.

New York.

Gentlemen,

Enclosed please find copies of letters to agents of Syndicate Steamship Lines asking for freight room.

No attention is paid to our requests.

Yours truly,
7007 Arbuckle & Co.
per Louis R. Gray.

Letter soliciting freight room for 500 bags for New York and 500 bags for New Orleans, per S. S. "Verdi" and S. S. "Milton", respectively, both steamers sailing on the 16th inst. was delivered by the undersigned this day at 2 p. m. to Mr. Morrissey at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Morrissey delivered it to Mr. Fletcher and then said
7008 "It is delivered".

Rio de Janeiro, 11th March, 1911.
Chas. W. Bechtinger.

Letter soliciting freight room for 500 bags coffee for New York, per S.S. "Indian Prince" sailing on the 11th inst. was delivered by the undersigned this day at 1.45 p. m. to Mr. C. Atlee at the office of Messrs. Davidson, Pullen & Co., Rua Quitanda No. 145.

Mr. Atlee sent the letter to Mr. Taafe who shortly after

COPY BOUND

brought it back Mr. Atlee saying: "Here is something 7009
for you".

Mr. Atlee then read the letter and said to the undersigned:

"There is no answer".

Rio de Janeiro, 8th March 1911.

Chas. W. Bechtinger.

Original per "Verdi" 15th March, 1911

Duplicate.

Messrs. Arbuckle Brothers 7010

New York

Gentlemen,

Your favor of the 18th ulto, with enclosures received and noted.

We are shipping by Str. "Minas Geraes" 500 bags Victoria coffee to third parties and have your reply to our cable, not to ship per same conveyance the 1,000 bags sold for shipment to New Orleans.

The Lloyd Brazileiro S. S. Co., had just informed us that 7011
the S. S. "Tocantins" would not go to New Orleans.

On the 13th the company assured us that she would positively call at that port, but now say that having only 1,000 bags freight she will not do so.

We do not know when there will be a steamer for New Orleans. We wired you about shipping Santos coffee per S. S. "Hughenden" and receiving no reply take it that you wish to hold the coffee a while longer in Brazil.

Yours truly,

Arbuckle & Co.

per Louis R. Gray. 7012

ARBUCKLE & Co.

RIO DE JANEIRO, 3rd March 1911.

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters to agents of Syndicate Steamship Lines asking for freight room.

CLOSE IN CENTER

7013 No attention is paid to our requests.

Yours truly,

Arbuckle & Co.
pp Louis R. Gray.

22nd February 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt
Present.

7014 Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of freight per your S. S. "Tennyson" sailing on the 3rd prox.

Please confirm reservation of space, and oblige

Yours truly

Arbuckle & Co.
pp Louis R. Gray.

7015 Letter soliciting freight room for New York per S. S. "Tennyson" to sail 3rd prox. was handed by the undersigned this day at 10.45 a. m. to Mr. Perkins at the office of Messrs. Norton, Megaw & Co. Ltd. Rua Primeiro de Marco No. 112.

Mr. Perkins refused to receive it asking me to deliver it to Mr. Morrissy in the outside office who received it, delivered it to Mr. Perkins who then told me—"It is delivered."

Rio de Janeiro, 22nd February 1911.
F. H. O'Kell

7016

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Norman Prince" to sail 27th inst was delivered by the undersigned this day at 11 a. m. to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Rua da Quitanda No. 145.—

Mr. Taafe's answer was—

"Archived, I suppose that will do"

Rio de Janeiro, 22nd February 1911.
F. H. O'Kell.

COPY BOUND C

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Norman Prince" to sail 27th inst was delivered by the undersigned this day at 11 a. m. to Mr. Taafe at the office of Messrs. Davidson Pullen & Co., Rua da Quitanda No. 145.— 7017

Mr. Taafe's answer was—

"Archived, I suppose that will do"

Rio de Janeiro, 22nd February 1911.

F. H. O'Kell.

I hereby beg to certify that on even date I handed Mr. Albert T. Smith, Manager of the firm of Messrs. F. S. Hampshire and Co. of this City, Agents for the Lamport & Holt Line of Steamers, a letter for Messrs. Arbuckle and Co. requesting the reservation of space for 500 bags of Coffee per s/s "Tennyson" to be transported to New York, and in reply thereto Mr. Smith stated that "they had no room to offer us."— 7018

Santos, March 1st 1911.

H. C. Good.

(Written in pencil) 7019

Tennyson's cargo 1000 Santos

6000 Rio

arrived New York March 22nd 1911

H. M. H.

Santos, March 1st 1911.

Messrs. F. S. Hampshire and Co.

Agents for Lamport & Holt Line.

Santos. 7020

Gentlemen,

We have (500) five hundred bags of Coffee for New York, and we hereby tender same for shipment at regular rate of freight per your s/s "Tennyson" sailing on 2nd inst: for said port.

Please confirm reservation of space and oblige.

Yours truly,

pp Arbuckle & Co.

Fred H. Fairchild.

H.C.G.

D CLOSE IN CENTER

7021 This is to certify that on even date I handed Mr. Henry Wright, of the firm of Messrs. Zerrenner, Bulow and Co. of this City, Agents for the Prince Line of steamers, a letter requesting the reservation of space for 500 bags of Coffee tendered by Messrs. Arbuckle and Co. for shipment to New Orleans per s/s "Norman Prince" and Mr. Wright stated that "they had no reply to give us."

Santos, March 1st 1911.

H. C. Good.

7022 (Written in pencil)

Norman Prince cargo 24000 Santos
15000 Rio

We figure capacity 78000 bags.

(COPY)

Santos, March 1st 1911.

Messrs. Zerrenner, Bulow and Co.

Agents for Prince Line.

7023 Santos.

Gentlemen,

We have (500) five hundred bags of Coffee for New Orleans, and we hereby tender same for shipment at regular rate of freight per your s/s "Norman Prince" sailing on 2nd inst: for said port.

Please confirm reservation of space and oblige.

Yours truly,

pp Arbuckle & Co.

7024 H.C.G. Fred H. Fairchild.

Arbuckle & Co.

Original per Terence"

duplicate

Rio de Janeiro, 16th February, 1911.

Messrs. Arbuckle Brothers.

New York.

COPY BOUND

Gentlemen,

7025

Enclosed please find copies of letters to Agents of Syndicate Lines asking for freight room.

No attention is paid to our requests.

Yours truly,

Arbuckle & Co.

per Louis R. Gray.

8th February 1911.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line

7026

Present.

Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of freight per your S/S "Scottish Prince" sailing on the 13th inst.

Please confirm reservation of space, and oblige

Yours truly,

Arbuckle & Co. 7027

pp Louis R. Gray.

Letter soliciting freight room for 500 bags coffee for New York, per S.S. "Scottish Prince" sailing on the 13th inst. was delivered by the undersigned on February 8th, 1911, at 2 p. m. to Mr. C. Atlee, at Messrs. Davidson, Pullen & Co.'s office, Rua Quitanda No. 145.

After reading the letter Mr. Atlee remarked:—

"All right Sir, we will see our broker".

Rio de Janeiro, 8th February, 1911. 7028

Chas. W. Bechtinger.

13th February, 1911.

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt

Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans,

ND CLOSE IN CENTER

7029 and five hundred bags for New York, and we hereby tender same for shipment at regular rate of freight, respectively per your S.S. "Linconshire" and S.S. "Terence" sailing on the 16th inst.

Please confirm reservation of space, and oblige.

Yours truly
Arbuckle & Co.
pp Louis R. Gray.

Letter soliciting freight room for 500 bags coffee for
7030 New York and five hundred bags for New Orleans, per S.S. "Terence" and "Linconshire", respectively, both steamers sailing on the 16th inst. was delivered by the undersigned this morning at 11.30 a. m. to Mr. Morrisy at Messrs. Megaw & Co.'s office, Rua 1 de Marco No. 112.

Mr. Morrisy sent the letter into Mr. Perkins and Mr. M. Fletcher came out a few moments after and said: "There is no reply."

Rio de Janeiro, 13th February, 1911.
Chas. W. Bechtinger.

7031 Arbuckle & Co.

Rio de Janeiro, 3rd February, 1911.

Original per "Byron"
Duplicate,

Messrs. Arbuckle Brothers
New York.

Gentlemen,

Enclosed please find copies of letters to agents of Syndi-
7032 cate Lines asking for freight room.

No attention is paid to our requests.

Yours truly
Arbuckle & Co.
pp Louis R. Gray.

3rd February 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt
Present.

COPY BOUND

Gentlemen, 7033

We have five hundred bags of coffee for New Orleans and we hereby tender same for shipment at regular rate of freight per your S.S. "*Homer*" sailing on the 6th inst.

Please confirm reservation of space, and oblige,

Yours truly

Arbuckle & Co.

pp Louis R. Gray.

Letter soliciting freight room for 500 bags Coffee for New Orleans, per S.S. "Homer" sailing on the 6th inst, 7034 was tendered by the undersigned on February 3rd, 1911, 12.35 p. m. to Mr. M. Fletcher, at Messrs. Norton, Megaw & Co., Ltd., office Rua 1° de Marco No. 112.

Mr. Fletcher opened the letter, read the contents and said:—"There is no answer".

Rio de Janeiro, 3rd February, 1911.

Chas. W. Bechtinger.

24th January 1911.

Messrs. Norton, Megaw & Co., Ltd., 7035

Agents of Messrs. Lamport & Holt

Present.

Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment at regular rate of freight per your S.S. "Byron" sailing on the 3rd February.

Please confirm reservation of space, and oblige

Yours truly 7036

Arbuckle & Co.

pp Louis R. Gray.

Letter soliciting freight room for 500 bags Coffee for New York per S.S. "Byron" sailing on February 3rd, was tendered by the undersigned on January 24th, 1911, at 11.20 a. m. to Mr. J. W. Perkins, Manager of Messrs. Norton, Megaw & Co., Ltd., at their office, Rua 1° de Marco No. 112, who refused to receive it saying:—

CLOSE IN CENTER

7037 "Deliver it outside at the counter".

The letter was then delivered over the counter to Mr. Robinson, who opened it, read the contents, and said:— "Esta entregue". (It is delivered).

Rio de Janeiro, 24th January, 1911.
Chas. W. Bechtinger.

19th January 1911.

Messrs. Norton, Megaw & Co., Ltd.,

7038 Agents Messrs. Lamport & Holt

Present.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New Orleans, per S.S. "Horace" sailing on the 21st inst., at your regular rate of freight.

Kindly confirm and oblige,

Yours truly
Arbuckle & Co.
pp Louis R. Gray.

7039

Arbuckle & Co.

Rua Santo Antonio N. 40

Santos.

This is to certify that on even date, I handed Mr. Henry Wright, Freight Contracting Agent of the firm of Messrs. Zerrenner, Bulow & Co. of this city, agents for the "Prince" Line of Steamers a letter requesting the reservation of space for 500 bags of Coffee tendered by Messrs.
7040 Arbuckle & Co., for transportation for New York per s/s "Scottish Prince" and in reply thereto Mr. Wright stated that "We are not able to take the Coffee on these Steamers."

Santos, January 30th1911.
H. C. Good.

COPY BOUN

7041

(COPY)

Santos, January 30th 1911.

Messrs,

Zerrenner, Bulow and Co.

Agents for the Prince Line.

SANTOS

Gentlemen,

We have (500) five hundred bags of Coffee for New 7042
York, and we hereby tender same for shipment at regular rate of freight per your s/s "Scottish Prince" sailing on 11th proximo to New York, via Rio and Bahia.

Please confirm reservation of space and oblige,

Yours truly,
pp Arbuckle & Co.
Fred H. Fairchild.

H.C.G.

Arbuckle & Co. Rua Santo Antonio N. 40 7043
Santos.

I hereby beg to certify that, today, I handed the original letter dated 24th January 1911 (whereof the attached is a copy), and requesting freight room for 500 bags per s/s "Byron" to New York, to Mr. F. S. Hampshire, Acting Manager of Messrs. F. S. Hampshire and Co., Agents for the Lamport and Holt Line of Steamers, and his verbal reply thereto was as follows:—

"I am sorry, but we have no room to give you".

Santos, January 27th, 1911. 7044
H. C. Good.

(COPY)

Santos, January 24th 1911.

Messrs. F. S. Hampshire and Co. Ltd.,

Agents for Lamport and Holt Line.

SANTOS

D CLOSE IN CENTER

7045 Gentlemen,

We have (500) five hundred bags of Coffee for New York and we hereby tender same for shipment at regular rate of freight per your s.s "Byron" sailing on 31st inst.

Please confirm reservation of space and oblige.

Yours truly,
Arbuckle & Co.
pp Fred H. Fairchild.

H.C.G.

Arbuckle & Co. Rio de Janeiro, 16th January 1911.

7046 Original per "Vasari"

Duplicate,

Messrs Arbuckle Brothers
New York.

Gentlemen,

Enclosed please find copies of letters to Agents of Syndicate Lines asking for freight room.

No attention is paid to our requests.

7047 Yours truly
Arbuckle & Co.
pp Louis R. Gray.

13th January 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt.
City.

Gentlemen,

7048 Will you please reserve for us room for 500 bags of Coffee for New York, per S.S. "Vasari" sailing on the 16th inst. at your regular rate of freight.

Kindly confirm and oblige

Yours truly
Arbuckle & Co.
pp Louis R. Gray.

COPY BOUND

13th January 1911. 7049

Messrs. Davidson, Pullen & Co.,

Agents Prince Line

City.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New York per S.S. "Eastern Prince" sailing on the 18th inst, and 500 bags of Coffee for New Orleans per S.S. "Saxon Prince" sailing on the 20th inst. at your 7050
regular rate of freight.

Kindly confirm and oblige

Yours truly

Arbuckle & Co.

pp Louis R. Gray.

10th January 1911.

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt 7051

Present.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New York per S.S. "Tudor Prince" sailing on the 13th inst, at your regular rate of freight.

Kindly confirm and oblige

Yours truly

Arbuckle & Co.

pp Louis R. Gray. 7052

5th January 1911.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line

Present.

Gentlemen,

Will you please reserve for us room for 500 bags of Cof-

D CLOSE IN CENTER

7053 fee for New York per S.S. "Tudor Prince" sailing on the 9th inst. at your regular rate of freight.

Kindly confirm and oblige.

Yours truly
Arbuckle & Co.
pp Louis R. Gray.

Arbuckle & Co.

Rua Santo Antonio N. 40
Santos.

7054

Santos, January 4th 1911.

Messrs. Arbuckle and Co.

Rio De Janeiro.

Gentlemen,

We beg to state that on the 23rd December 1910 we addressed the Agents for the Prince Line as per copy of letter enclosed herewith, requesting freight room for 500 bags per s/s "Swedish Prince" for New Orleans, in the
7055 event of all the room not being taken up by the date set for sailing.

On the 30th December we also addressed the Agents for Lamport and Holt Line as per enclosed copy, asking for freight room for 500 bags per each of their Steamers then on berth, viz: "Tennyson" and "Camoens" for New York and New Orleans respectively.

Both aforementioned letters were registered at the Post Office, but up to the time of writing have been ignored absolutely, no reply in any shape, form or manner having been
7056 received to either of them.—

Yours very truly,
Arbuckle & Co.
pp Fred H. Fairchild.

Arbuckle & Co.

Rio De Janeiro, 3rd January 1911.

Original per "Tennyson"

Duplicate , ,

Messrs, Arbuckle Brothers 7057

New York.

Gentlemen,

Enclosed please find copies of letters to Agents of Syndicate Steamship Lines asking for freight room.

In Rio as well as at Santos no notice whatever is taken of our requests.

Yours truly

Arbuckle & Co.
per Louis R. Gray 7058

19th December 1910.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line

City.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New Orleans, per S. S. "Swedish Prince" sailing tomorrow, at your regular rate of freight. 7059

Kindly confirm and oblige

Yours truly,

Arbuckle & Co.
pp F. H. O'Kell

20th December 1910.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line 7060

City.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New York, S. S. "Asiatic Prince" sailing on the 26th inst, at your regular rate of freight.

Kindly confirm and oblige.

Yours truly

Arbuckle & Co.
pp Louis R. Gray.

7061 29th December 1910.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt
City.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New Orleans per S. S. "Tripoli" sailing on January 4th 1911, and 500 bags of Coffee for New York per S. S. "Tennyson" sailing on the same date, at your regular
7062 rate of freight.

Kindly confirm and oblige

Yours truly
Arbuckle & Co.
pp Louis R. Gray

ARBUCKLE & Co.

RUA SANTO ANTONIO N. 40
SANTOS.

Santos, December 24th 1910.

7063 Messrs. Arbuckle and Co.

RIO DE JANEIRO.—

Gentlemen,

This is to certify that on the 23rd of December 1910, the writer (Manager of Arbuckle and Co.) in the presence of Mr. Louis C. Good and several other Merchants of Santos, did ask Mr. Henry Wright, freight contracting agent for Messrs. Zerrenner, Bulow and Co., Agents of the Prince Line of Steamers, for freight room for 500 bags of Coffee on the Steamer "Swedish Prince" then on berth for New
7064 Orleans, and that Mr. Wright did reply saying that they had no room, as it was all given out in hand to other shippers, which I feel assured is an evasive answer, knowing the very limited requirements of the trade at present as compared to the amount of tonnage available.

The outturn of this Steamer at New Orleans, if traced and compared to her carrying capacity will testify as to whether she left this country a full ship or not.—

Yours truly,
Fred H. Fairchild.

I beg to certify as to 7065
the correctness of above statement.—
Louis C. Good.

ARBUCKLE & Co.

.....
: Arbuckle & Co. :
: Dec 22 1910 :
: Rio de Janeiro :
.....

RUA SANTO ANTONIO N. 40

SANTOS.

Santos, December 21st 1910. 7066

Messrs Arbuckle and Co.

RIO DE JANEIRO.—

Gentlemen,

In furtherance of our letter dated 15th inst; and acting in accordance with instructions received through you from Messrs. Arbuckle Brothers, New York, we again tendered the Agents of the Prince Line on the 16th inst:, 500 bags per s/s "Asiatic Prince" for New York, and 500 bags per 7067
s/s "Swedish Prince" for New Orleans.

We also tendered the Agents of Lamport and Holt Line, 500 bags per s/s "Cervantes" for New York, and 500 bags per s/s "Tripoli" for New Orleans, this on the 19th inst.

Up to time of writing both the above letters have been abolutely ignored by the respective Agents.—

Yours truly,
Arbuckle & Co.
per Fred H. Fairchild.

7068

(COPY)

Santos, December 16th 1910.

Messers. Zerrenner, Bulow and Co.

Agents for Prince Line.

SANTOS.

Gentlemen,

We herewith beg you to reserve for us freight room for

7069 500 bags of Coffee per your steamer "Asiatic Prince" for New York, and room for 500 bags per the "Swedish Prince" for New Orleans.

Please advise us when we may begin shipping.—

Yours very truly,

pp Arbuckle & Co.

Fred H. Fairchild.

Written in pencil

(This letter was registered)

7070 (COPY)

Santos, December 19th 1910.

Messrs. F. S. Hampshire and Co.

Agents for Lamport & Holt Line.

SANTOS.

Gentlemen,

We hereby beg you to reserve freight room for us, for 7071 500 bags of Coffee per your steamer s/s "Cervantes" on berth for New York, and for 500 bags per s/s "Tripoli" to New Orleans.

Please advise us when we may begin shipping.—

Yours very truly,

pp Arbuckle & Co.

Fred H. Fairchild.

Copy.

Santos, December 30th 1910

7072 Messrs. F. S. Hampshire & Co.

Agents for Lamport and Holt Line

SANTOS.

Gentlemen,

We hereby beg you to reserve us freight room for 500 bags on each of your steamers "Tennyson" and "Camoens" now on berth for New York, and likewise for 500 bags per s/s "Canova" to New Orleans.

Please advise us when we may begin shipping. 7073

Yours truly,
Arbuckle & Co.
Fred H. Fairchild.

Santos, December 23rd, 1910

Messrs. Zerrenner, Bulow and Co.

SANTOS.

Gentlemen,

Referring to our recent several written applications for freight room on your steamers for New York and New Orleans, as yet unanswered by yourselves, and also to a verbal request made today by the writer to your Mr. Wright for room for 500 bags on the "Swedish Prince" for New Orleans and in reply to which Mr. Wright stated he had no room to offer because it was all given out in hand to other shippers. We now beg to further request that in the event of this room not all being taken up by the day set for sailing you grant our request. We will put the coffee aboard without further delay. 7074 7075

Yours very truly,
Arbuckle & Co.
Fred H. Fairchild.

ARBUCKLE & Co.
Calixa do Correio 715

Rua de S. Bento, 2 E 4
RIO DE JANEIRO,

Original per "Verdi" 16th December 1910. 7076
Duplicate.

Messrs. Arbuckle Brothers

New York.

Gentlemen,

Enclosed please find copies of letters, both from Rio and Santos offices, referring to requests for freight room made to the Syndicate Lines.

7077 In Rio no reply whatever is given to our letters.

Yours truly,
Arbuckle & Co.
per Louis R. Gray.

Santos, December 12th, 1910.

Messrs. Arbuckle Brothers,
RIO DE JANEIRO.

Gentlemen,

7078 This is to certify that on the 5th inst; and in the presence of Mr. Jay White, the signer of this letter in conversation with Mr. Albert T. Smith, Manager of the firm of Messrs. F. S. Hampshire and Co., Agents of the Lamport and Holt Line of Steamers, did request of Mr. Smith freight room for 500 bags of coffee on any or all of their steamers on berth for New Orleans and or New York, more especially the "Flodden" and the "Canning" then in port and receiving cargo, and that in reply to my request Mr. Smith stated they had no room to offer us, that all the available room was given in hand to other shippers.

7079 Yours very truly,
Arbuckle & Co.
Fred H. Fairchild.

I beg to certify as to
the correctness of above statement.
(Signed) Jay White.

COPY.

Santos, December 9th, 1910.

7080 Messrs. F. S. Hampshire and Co.
Agents for Lamport and Holt Line.
SANTOS.

Dear Sirs,

Referring to our letter of the 7th inst: we are awaiting reply to same.

Your prompt attention will oblige,

Yours truly,
Arbuckle & Co.
Fred H. Fairchild.

COPY. 7081

Santos, December 7th 1910.

Messrs. F. S. Hampshire and Co.

Agents for Lamport and Holt Line.

Dear Sirs,

Referring to the recent conversation the writer had with your Mr. Smith, respecting freight room on your steamers "Flodden" and "Canning", now on berth for New Orleans, we again request that you give us room for 500 bags 7082
of Coffee on either one or both of above named steamers.

We further request you to give us room for 500 bags per your Steamer "Verdi" for New York, advertised to sail on the 15th inst.—

Yours truly,
Arbuckle & Co.
Fred H. Fairchild.

COPY.

Santos, December 14th, 1910. 7083

Messrs. Zerrenner, Bulow and Co.

Agents for Prince Line.

SANTOS.

Gentlemen,

Referring to our letter delivered to you on the 12th inst., we are as yet without reply to same, please give the matter your attention and oblige,

Yours truly,
Arbuckle & Co. 7084
Fred H. Fairchild.

COPY.

Santos, December 12th 1910.

Messrs. Zerrenner, Bulow and Co.

Agents for Prince Line.

SANTOS.

7085 Gentlemen,

We herewith beg you to reserve for us freight room for 500 bags of Coffee per your steamer "Asiatic Prince" for New York and room for 500 bags per the "Swedish Prince" for New Orleans.

Please advise us when we may begin shipping.—

Yours very truly,
Arbuckle & Co.
Fred H. Fairchild.

7086 7th December 1910

Messrs. Davidson, Pullen & Co.,

Agents Prince Line

City.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New York, per S. S. "African Prince" sailing on the 15th inst. at your regular rate of freight.

7087 Kindly confirm and oblige

Yours truly,
Arbuckle & Co.
per Louis R. Gray.

16th December 1910.

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt

City.

7088 Gentlemen,

Will you please reserve for us room for 500 bags of coffee for New Orleans, per S. S. "Flodden" sailing tomorrow, at your regular rate of freight.

Kindly confirm and oblige

Yours truly,
Arbuckle & Co.
per Louis R. Gray.

16th December 1910. 7089

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt

City.

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New York, per S. S. "Verdi" sailing tomorrow, at your regular rate of freight.

Kindly confirm and oblige 7090

Yours truly,

Arbuckle & Co.
per Louis R. Gray.

7th December 1910.

Messrs. Norton, Megaw & Co.,

Agents of Messrs. Lamport & Holt

City.

Gentlemen, 7091

Will you please reserve for us room for 500 bags of Coffee for New Orleans, per S. S. "Chaucer" sailing about the 10th inst, at your regular rate of freight.

Kindly confirm and oblige

Yours truly,

Arbuckle & Co.
per Louis R. Gray.

Original per "Byron" 3rd December 1910.
Duplicate. 7092

Messrs. Arbuckle Brothers

New York.

Gentlemen,

In conformity with your instructions we will offer to the Lamport & Holt and Prince Lines, 500 bags of Coffee for each of their steamers leaving this port for New York and or New Orleans and have advised the Santos house

7093 to do likewise for all steamers leaving Santos belonging to those companies.

We enclose copy of tender made yesterday and to which the verbal answer was that they would see about the reply.

Yours truly
Arbuckle & Co.
per Louis R. Gray.

2nd December 1910.

7094

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt
City

Gentlemen,

Will you please reserve for us room for 500 bags of Coffee for New York, per S. S. "Byron" sailing tomorrow, at your regular rate of freight.

Kindly confirm and oblige.

7095

Yours truly,
Arbuckle & Co.
per Louis R. Gray.

Original per "Byron" 5th October 1910.

Duplicate.

Messrs. Arbuckle Brothers
New York.

7096

Gentlemen,

Enclosed please find copies of manifests of the "Crown Prince" and "Lincolnshire" which steamers are said to have sailed with full cargo.

We also forward you copies of the requests made by us in Santos for room in other vessels.

No reply having been received to our letters other than from one of the agents who informed Mr. Bryan in the street that we would get no answer from them, we

wired you asking if we should take legal measures to try and force a reply, and await your instructions. 7097

Yours truly,
Arbuckle & Co.
per Louis R. Gray.

COPY.

Arbuckle & Co
Sept 28, 1910
Santos.

7098

Santos, September 28th, 1910.

Messrs. F. S. Hampshire and Co. Ltd.
Agents for Lamport and Holt Line.
Santos.—

Gentlemen,

We hereby request you to reserve room for (5,000) Five Thousand bags of Coffee to be shipped by us to New Orleans, per s/s "Coronation" about 15th of October, at current rate of freight without rebate. 7099

Your early confirmation by letter, will oblige,

Yours very truly,
(signed) pp Arbuckle & Co.
S. T. Bryan

Copy.

Arbuckle & Co.
Sept 28, 1910
Santos.

7100

Santos, 28th September 1910.

Messrs. Zerrenner Bulow and Co.
Agents for the Prince Line.
Santos.—

Gentlemen,

The present serves to request you to reserve room for 5,000 (five thousand) bags of Coffee to be shipped by us

7101 to New Orleans per s/s "Spanish Prince," at current rate of freight without rebate.

Your early confirmation by letter will oblige,

Yours very truly,

(signed) pp Arbuckle & Co.

S. T. Bryan

Copy

Arbuckle & Co.

Sept 28, 1910

7102 Santos.

Santos, 28th September 1910.

Messrs. Zerrenner Bulow and Co.

Agents for the Prince Line.

Santos.—

Gentlemen,

Please reserve room for (5,000) Five Thousand bags
7103 of Coffee to be shipped by us to New York per s/s "Corsican Prince" at current rate of freight (without rebate); should your engagement for this steamer be complete please reserve room for the following steamer, say "Eastern Prince" for similar quantity.

Your early confirmation by letter will oblige,

Yours very truly,

(signed) pp Arbuckle & Co.

S. T. Bryan

Copy.

7104 Santos, 30th September 1910.

Messrs. Zerrenner, Bulow and Co.

Agents for Prince Line,

Santos.

Gentlemen,

We await replies to our letters of the 28th inst:, asking you to reserve freight room for October shipments.

Your early reply will oblige us as we have to inform 7105
New York, what freight arrangements we can make for them.—

Yours very truly,
pp Arbuckle & Co.
per S. T. Bryan.

Copy. Santos, 30th September 1910.

Messrs. F. S. Hampshire and Co. Ltd.
Agents for Lamport and Holt Line. 7106
Santos

Gentlemen,

We await reply to our letter of the 28th inst: asking you to reserve freight room for October shipments.

Your early reply will oblige us as we have to inform New York what freight arrangements we can make for them.—

Yours very truly,
(signed) pp Arbuckle & Co. 7107
S. T. Bryan.

Arbuckle & Co. Rua Santo Antonio N. 40
Caixa do Correio N. 81
Santos.

Statement.

On receipt of instructions from Messrs Arbuckle and Co., Rio de Janeiro, to tender for room by 1st Steamer of Syndicate Lines loading for New Orleans, we at once ad- 7108
dressed Messrs. Zerrenner, Bulow and Co., Agents of Prince Line, whose Steamer the "Crown Prince" was ready to load—(herewith please find copy of our letter of 30th August/1910.)

Mr. Nobling (Manager) of Messrs Zerrener, Bulow and Co. called at our office in reply, and stated that all the available freight room had been already given in hand to their usual Customers, and in the event of any room becoming available the Agents here could not accept Messrs

7109 Arbuckle and Co's shipments, without consent of their Principals, and that they had wired our request to Rio and were waiting reply.

Following morning, Mr. Nobling again called to say, that after consulting the Shippers in whose hands room had been given, he found that all the room had been engaged, in fact, there was insufficient to meet their demands.

We made an identical tender to Messrs F. S. Hampshire and Co. Ltd., Agents of s/s "Lincolnshire" on the berth
7110 for New Orleans.

Mr. H. Hampshire called on us personally in reply and stated that all the room given in hand to their regular Shippers had been closed and there was no more available —that there was great demand for freight by this Steamer, it being the last before the Syndicate Lines advanced their rate of freight.

In reply to a request made to Messrs. Zerrener, Bulow and Co., to give us a written reply confirming their verbal statement made to us, they refused to do so, on the plea
7111 that such was contrary to custom in negotiating freight room in this City—which is always done verbally between a recognized Manager of the firm of Agents and the Party wishing to Contract.

Santos, 1st September 1910.

Arbuckle & Co.
per S. T. Bryan.

COPY.

Santos, August 30th, 1910.

7112

Messrs. Zerrenner, Bulow and Co.

Agents for the Prince Line.

Santos.—

Gentlemen,

Please reserve room for 2,250 bags of Coffee to be shipped by us to New Orleans per s/s "Crown Prince" at current rate of Freight—say 35 cts. and 5% per bag (without rebate).

Your early confirmation of this will oblige, 7113
Yours truly,

Arbuckle & Co.
(Sgd) S. T. Bryan.

Copy.

Santos, August 31st 1910.

Messrs. F. S. Hampshire and Co. Ltd.
Agents for Lamport and Holt Line.
Santos.— 7114

Gentlemen,

Please reserve room for 2,250 bags of Coffee to be shipped by us to New Orleans per s/s "Lincolnshire" at current rate of Freight—say 35 cts. and 5% per bag (without rebate).

Your early confirmation of this will oblige,
Yours truly,

Arbuckle & Co.
(Sgd) S. T. Bryan. 7115

5th January 1910.

Messrs. Davidson, Pullen & Co.,
Agents Prince Line,
Present.

Gentlemen,

We would like to engage freight room for 250 bags of Coffee for shipment from Rio to New Orleans by the first steamer you have for that port.

In addition to the above we ask for allotment of freight room for 250 bags Rio Coffee for shipment in the first steamer that you may have for the port of New York. 7116

A reply by bearer will oblige,
Yours truly,

Arbuckle & Co.
pp Louis R. Gray.

7117 5th January, 1910.

Messrs. Norton, Megaw & Co., Ltd.

Agents Lamport & Holt Line,

Present.

Gentlemen,

We would like to engage freight room for 250 bags of Coffee for shipment from Rio to New Orleans by the first steamer you have for that port.

7118 In addition to the above we ask for allotment of freight room for 250 bags Rio Coffee for shipment in the first steamer that you may have for the port of New York.

A reply by bearer will oblige,

Yours truly,

Arbuckle & Co.

pp Louis R. Gray.

22nd June 1909.

Messrs. Davidson, Pullen & Co.

7119 Agents Prince Line

Present.

Gentlemen,

Are we to understand definitely that in accordance with verbal information previously given to the writer, that the Syndicate lines refuse to receive coffee which our house or our Agents in Brazil tender for shipment, to United States Ports at the current rate of freight and for steamers having available space at the time, unless we agree to ship only on steamers belonging to the Syndicate

7120 Lines; always excepting those carrying the Brazilian flag and having the same rate of freight at the time.

Kindly let us have your full reply by bearer as we wish to wire our New-York house, they having cabled us in regard to this matter.

Yours truly,

22nd June 1908. 7121

Messrs. Norton Megaw & Co. Ltd.

Agents the Lamport & Holt Lines,

Present.

Gentlemen,

Are we to understand definitely that in accordance with verbal information previously given to the writer, that the Syndicate lines refuse to receive coffee which our house or our Agents in Brazil tender for shipment to United States Ports at the current rate of freight and for steamers having available space at the time, unless we agree to ship only on steamers belonging to the Syndicate Lines; always excepting those carrying the Brazilian flag and having the same rate of freight at the time. 7122

Kindly let us have your full reply by bearer as we wish to wire our New-York house, they having cabled us in regard to this matter.

Yours truly

7123

7124

Petitioner's Exhibit 235.—Slechta 1129.

Steamer.	Sailed From N. Y. 1908.	Ports of Destination.	Cargo Carried Tons	Carrying Capacity Tons
Ch. s.s. "Kelvingrove"	Jan. 20	Pernambuco, Maceio, Bahia, Rio de Janeiro & Santos	2908	
Ch. s.s "Pontiac"	Feb. 4	Pernambuco, Bahia, Rio de Janeiro, Santos & Rio Grande	3269	5600
O'd " "Sergipe"	" 19	Para, Maranham, Ceara, Natal Cabedello, Maceio.	2013	1750
O'd " "Acre"	" 21	Pernambuco, Bahia, Rio de Janeiro, & Santos.	1760	1650
Ch. " "Hanseat"	Mar. 5	Pernambuco, Maceio, Bahia, Rio de Janeiro & Santos.	3137	5490
Ch. " "Brantwood"	" 19	Pernambuco, Bahia, Rio de Janeiro, & Santos.	2136	
O'd " "Goyaz"	" 22	Para, Maranham, Ceara, Cabedello, Maceio & Victoria.	1669	1750
Ch. " "Strathyre"	Apr. 8	Pernambuco, Bahia, Rio de Janeiro, Victoria, Santos & Rio. G.	5849	

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Steamer.	Sailed From N. Y. 1908.	Ports of Destination.	Cargo Carried Tons	Carrying Capacity Tons
O'd s.s "Acre"	Apr. 25	Para, Maranham, Ceara, Cabedello.	1246	1650
Ch. " "Hughenden"	" 27	Pernambuco, Maceio, Bahia Rio de Janeiro & Santos.	4485	
Ch. " "Kelvingrove"	May 14	Pernambuco, Bahia, Rio de Janeiro & Santos.	2590	
O'd " "Sergipe"	" 24	Para, Maranham, Ceara, Maceio.	1516	1750
Ch. " "Hanseat"	" 27	Pernambuco, Bahia, Rio de Janeiro & Santos.	3670	5490
Ch. " "Brantwood"	June 17	Pernambuco, Bahia, Rio de Janeiro & Santos.	3173	
O'd " "Goyaz"	" 22	Para, Maranham, Ceara, Cabedello, Maceio, Victoria.	1732	1750
O'd " "Acre"	July 1	Pernambuco, Rio de Janeiro & Santos.	1663	1650
Ch. " "Q.Eleanor"	" 11	Cabedello, Rio de Janeiro & Santos.	3938	
Ch. " "Hughenden"	" 24	Pernambuco, Rio de Janeiro Santos, Desterro, Rio Grande.	4769	

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Steamer.	7136 Sailed From N. Y. 1908.	7135 Ports of Destination.	7134 Cargo Carried Tons.	7133 Carrying Capacity Tons.
Ch. s.s "Kelvingrove"	Aug. 11	Pernambuco, Rio de Janeiro & Santos.	4595	
O'd " "Sergipe"	" 16	Para, Maranham, Ceara, Cabedello, Maceio.	1784	1750
Ch. " "Polarstjernen"	" 22	Pernambuco, Bahia, Rio de Janeiro & Santos.	5023	6000
O'd " "Goyaz"	Sept. 6	Para, Maranham, Ceara, Cabedello, Maceio, Victoria.	1724	1750
Ch. " "Daghestan"	" 12	Pernambuco, Bahia, Rio de Janeiro, Santos.	5445	
Ch. " "Devonshire"	" 25	Pernambuco, Bahia, Rio de Janeiro & Santos.	5078	5925
O'd " "Acre"	Oct. 4	Para, Maranham, Ceara, Cabedello, Maceio, Victoria.	1569	1650
Ch. " "Q.Eleanor"	" 10	Pernambuco, Bahia, Rio de Janeiro & Santos.	5456	
Ch. " "Corn Exchange"	" 29	Pernambuco, Bahia, Rio de Janeiro & Santos.	5306	6540
Ch. " "Amazonas"	" 31	Santos, Rio Grande.	1777	
O'd " "Sergipe"	Nov. 7	Para, Maranham, Ceara, Cabedello, Victoria, Maceio, Rio G.	1856	1750

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Steamer.	Sailed From N. Y. 1908.	Ports of Destination.	Cargo Carried Tons.	Carrying Capacity Tons.
Ch. s.s. "Celtic Princess"	Nov. 15	Pernambuco, Bahia, Rio de Janeiro & Santos.	4881	5685
Ch. " "Pontiac"	" 28	Pernambuco, Bahia, Rio de Janeiro & Santos.	3737	
O'd " "Goyaz"	Dec. 6	Para, Maranham, Ceara, Cabedello, Maceio, Victoria.	1297	1750
Ch. " "Polarstjernen"	" 12	Pernambuco, Bahia, Rio de Janeiro & Santos.	3883	6000
Ch. " "Devonshire"	" 30	Pernambuco, Bahia, Rio de Janeiro, Santos, Rio Grande	3747	5925
		Approximate total tons cargo	108684	

N. B. Ch.—Chartered

O'd—Owned by L. B.

Average rate of freight per ton $4.69

7140

7139

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7144 Steamer.	Sailed From N. Y. 1907.	7143 Ports of Destination.	7142 Cargo Carried Tons.	Carrying Capacity Tons.	7141
Ch. s.s "Min"	Jan. 6	Pernambuco, Bahia, Rio de Janeiro & Santos.	3852		
O'd " "Goyaz"	" 7	Manaos via Para, Maranham & Ceara.	1240	1750	
Ch. " "Hanseat"	" 18	Pernambuco, Bahia, Rio de Janeiro & Santos.	3498	5490	
Ch. " "Vimeria"	Feb. 6	Cabedello, Bahia, Rio de Janeiro, Desterro, Rio Grande	4109		
Ch. " "Lamora"	" 11	Pernambuco & Santos.	2404		
O'd " "Sergipe"	" 21	Para, Maranham, Ceara, Cabedello & Maceio.	1114	1750	
Ch. " "Rauma"	" 22	Pernambuco, Bahia, Rio de Janeiro & Santos.	4065		
Ch. " "Cunaxa"	Mar. 9	Pernambuco, Bahia, Rio de Janeiro & Santos.	4629		
Ch. " "Dunottar"	" 23	Pernambuco, Bahia, Rio de Janeiro & Santos.	2337		
Ch. " "Thornhill"	Apr. 5	Pernambuco, Bahia, Victoria, Rio de Janeiro & Santos.	4962		
O'd " "Goyaz"	" 13	Para, Maranham, Ceara, Cabedello, Maceio & Rio de Jan.	2522	1750	
Ch. " "Hanseat"	" 27	Pernambuco, Bahia, Rio de Janeiro & Santos.	4797	5490	

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Steamer.	Sailed From N. Y. 1907.	Ports of Destination.	Cargo Carried Tons.	Carrying Capacity Tons.
O'd s.s "Sergipe"	May 18	Para, Maranham, Ceara, Cabedello & Maceio.	1494	1750
Ch. " "Auchenarden"	June 14	Pernambuco, Bahia, Rio de Janeiro & Santos.	5211	
Ch. " "Lamora"	" 22	Pernambuco, Bahia, Rio de Janeiro & Santos.	4313	
Ch. " "Rauma"	" 29	Bahia, Rio de Janeiro, Santos, Desterro & Rio Grande.	4218	
O'd " "Goyaz"	July 5	Barbados, Para, Maranham, Ceara, Cabedello & Maceio.	1676	1750
Ch. " "Dunottar"	" 12	Pernambuco, Bahia, Rio de Janeiro, Santos & Rio Grande	5071	
Ch. " "Hanseat"	Aug 3	Pernambuco, Bahia, Rio de Janeiro & Santos.	4673	5490
O'd " "Sergipe"	" 13	Para, Maranham, Ceara, Cabedello & Maceio.	1782	1750
Ch. " "Border Knight"	" 17	Pernambuco, Bahia, Rio de Janeiro & Santos.	2805	
Ch. " "Nordpol"	Sept. 6	Pernambuco, Maceio, Bahia, Rio de Janeiro & Santos.	5399	6300
Ch. " "Auchenarden"	" 26	Pernambuco, Bahia, Rio de Janeiro & Santos.	5349	

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7152 Steamer.	Sailed From N. Y. 1907.	7151 Ports of Destination.	7150 Cargo Carried Tons.	7149 Carrying Capacity Tons.
O'd s.s "Goyaz"	Oct. 5	Para, Maranham, Ceara, Natal Cabedello, Maceio & Rio	1870	1750
O'd " "Acre"	" 6	Pernambuco, Bahia, Rio de Janeiro & Santos.	1043	1650
Ch. " "Rauma"	" 24	Pernambuco, Bahia, Rio de Janeiro & Rio Grande.	4444	
Ch. " "Hanseat"	Nov. 6	Pernambuco, Maceio, Bahia, Rio de Janeiro & Santos.	4929	5490
O'd " "Sergipe"	" 14	Para, Maranham, Cera, Cabedello & Maceio.	1684	1750
Ch. " "Brantwood"	" 27	Pernambuco, Bahia, Rio de Janeiro & Santos.	4216	
O'd " "Acre"	Dec. 10	Para, Maranhan, Ceara, Cabedello & Maceio	1522	1650
Ch. " "Strathyre"	" 21	Pernambuco, Bahia, Rio de Janeiro, Santos, Rio Grande and Desterro.	5773	7065
Ch. " "Nordpol"	" 31	Pernambuco, Bahia, Rio de Janeiro, Santos & La Plata	3671	6300
N. B. Ch.—Chartered.		Approximate total tons cargo	109,670	
O'd—Owned by L. B.		Average rate of freight per ton $5.77		

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Petitioner's Exhibit 236.—Slechta 1131. 7153

SAILINGS, ETC., N. Y. TO BRAZIL—LLOYD BRAZILEIRO.

No of Sailings.	No. Owned	No. Chartered.	Capacity.	Vacant Space%	Tons Cargo.	Amt. Gross Freight.
32	10	22	—		109670	$632,811.78
34	13	21	—		108684	510,076.19
33	17	16	—		119989	479,502.38
26	21	5	—		117,410	486,614.69 7154
34	23	11	—		163334	926,629.71
31	15	16	—		178366	1,237,257.50

. . . . . .

Petitioner's Exhibit 237.—Slechta 1187.

From the New York Offices of

THE KILBOURNE & JACOBS MFG. CO.,
Broadway Exchange Building.

New York, May 26, 1911. 7155

The Lloyd Brazileiro S. S. Co.,
#10 Bridge St., ATTENTION OF C. L. TIMSON
New York City.

Gentlemen:—

With reference to the matter of contract covering our shipments of Wheelbarrows, Scrapers and Trucks to the ports of Rio de Janeiro, Pernambuco and Santos, we shall be pleased to forward all such shipments of which we control the routing, on steamers of your line at the rate of —$.21 per cubic foot to each of the ports above named. 7156

It is understood that this rate will be extended to us up to the end of this year. You will kindly confirm this understanding and oblige,

Very truly yours,
THE KILBOURNE & JACOBS MFG. CO.
Geo. Aranow.

Ga/P

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7157 **Petitioner's Exhibit 238.—Slechta 1187.**

LANSING WHEELBARROW COMPANY.

New York, December 27th, 1910.

Lloyd Brazileiro, (Copy)

New York.

Gentlemen:

We are in receipt of yours of the 16th inst and in accordance with the writers' telephone conversation with your
7158 Mr. Timson, kindly enter our contract for the year 1911, for all goods manufactured by us, at the following rates:—

Rio de Janeiro..Bahia.....22c per cu. ft.
Pernambuco and Santos.....20c " "

This contract is to cover all shipments which we have to the above Ports, the routing of which we control. You understand we have no jurisdiction on the shipping of Brazilian Orders received through the New York Exporters.

Kindly acknowledge receipt and oblige,

Yours very truly,

7159 LANSING WHEELBARROW Co.,
(signed) per J. E. Bryan.

7160

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Steamer	From N Y 1909	Ports of Destination	Cargo Carried Tons	Carrying Capacity Tons
O'd s.s "Acre"	Jan 5	Para, Maranham, Ceara, Cabedello, Maceio, Victoria	1749	1650
Ch. " "Q.Eleanor"	" 13	Pernambuco, Bahia, Victoria, Rio & Santos	3868	
O'd " "Ras Bera"	" 29	Pernambuco, Maceio, Bahia Rio & Santos	2839	6400
Ch. " "Celtic Princess"	Mar. 4	Pernambuco, Bahia, Rio, Santos, San Francisco, & Rio Grande	5389	5685
O'd " "Goyaz"	" 10	Para Maranham, Ceara Cabedello & Maceio	1761	1750
O'd " "Ras Issa	" 16	Pernambuco Bahia Rio de Janeiro & Santos	6042	6225
Ch. " "Polarstjernen"	Apr. 6	Pernambuco Bahia Victoria Rio de Janeiro Santos	4449	6000
O'd " "Sergipe"	" 20	Para, Maranham Ceara Cabedello Maceio Victoria	1551	1750
Ch. " "Cara"	" 28	Pernambuco Bahia Rio de Janeiro & Santos	4197	
Ch. " "Eskside"	May 16	Pernambuco Bahia Rio de Janeiro Santos San Francisco Desterro, Rio Grande	4479	

Steamer	From N Y 1909	Ports of Destination	Cargo Carried Tons	Carrying Capacity Tons.
O'd s.s "Goyaz"	May 22	Para, Maranham, Ceara, Cabedello, Maceio Victoria	1039	
Ch. " "Canadia"	" 29	Pernambuco Bahia Rio de Janeiro & Santos	3820	
O'd " "Tocantins"	June 16	Pernambuco Bahia Rio de Janeiro & Santos	4225	6400
Ch. " "Celtic Princess"	" 16	Coal for the coast of Brazil	75	5685
O'd " "Tapajoz"	" 30	Pernambuco Bahia Rio de Janeiro & Santos	2823	6225
O'd " "Acre"	" 23	Para Maranham Ceara Natal Cabedello Maceio	1236	1650
Ch. " "Beaconshire"	July 15	Pernambuco Bahia Victoria Rio Santos Rio Gr	4972	5500
Ch. " "Polarstjernen	" 28	Pernambuco Bahia Rio & Santos	4250	6000
O'd " "Goyaz"	Aug. 3	Para Maranham Ceara Natal Cabedello Maceio Victoria Rio de Janeiro & Rio Grande	1954	1750
Ch. " "Ferndene"	" 14	Pernambuco Bahia Rio de Janeiro Santos Paranagua Rio Grande	5841	
Ch. " "Nordpol"	" 28	Pernambuco Bahia Rio de Janeiro Santos.	3487	

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PETITIONER'S EXHIBITS.

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Steamer	From N Y 1909	Ports of Destination	Cargo Carried Tons	Carrying Capacity Tons
O'd s.s "Acre"	Sept. 4	Para Maranham Ceara Natal Cabedello Maceio Victoria & Rio	1840	1650
Ch. " "Hamilton"	" 15	Pernambuco, Bahia, Rio, Porto Alegre Santos	5474	5600
O'd " "Tapajoz"	Oct. 2	Pernambuco Maceio Bahia Rio de J. & Santos	5749	6225
Ch. " "Celtic Princess"	" 17	Rio de Janeiro & Santos	5174	5685
O'd " "Goyaz"	" 23	Para Maranham Ceara Natal Cabedello Victoria & Rio de Janeiro	1555	1750
O'd " "Tocantins"	" 25	Pernambuco Maceio Bahia & Santos	4775	6400
O'd " "S. Paulo"	Nov. 9	Pernambuco Bahia Rio de Janeiro Santos	3244	3500
Ch. " "Clyde"	" 21	Pernambuco Maceio Bahia Rio & Santos	5146	5946
Ch. " "Delmira"	" 30	Pernambuco Maceio Bahia Rio & Santos	4245	5740
O'd " "Purus"	Dec. 15	Pernambuco Maceio Bahia Victoria Rio Santos	5911	6250

7172 7171 7170 7169

Steamer	From N Y 1909	Ports of Destination	Cargo Carried Tons	Carrying Capacity Tons
	7176	7175	7174	7173
O'd s.s. "Sergipe"	Dec 24	Para Maranham Ceara Natal Aracaju	1827	1750
Ch. " "Ferndene"	" 24	Cabedello Perno Maceio Bahia Rio & Santos	5003	6182
Average rate of freight per ton $3.99		Approximate total tons cargo:	119989	

Petitioner's Exhibit 239-a.—Slechta 1191.

Steamer	From N Y 1910	Ports of Destination	Cargo Carried Tons	Carrying Capacity Tons
O'd s.s "Tapajoz"	Jan 15	Perno Maceio Bahia Rio & Santos	5629	6225
O'd " "S. Paulo"	" 28	Para Perno Bahia Rio & Santos	2819	3500
O'd " "Tocantins"	Feb 5	Para Maranham Ceara Natal Cabedello Perno Maceio Bahia Rio & Santos	5078	6400
O'd " "Rio de Janeiro"	" 15	Para Perno Bahia Rio & Santos	3401	3500

Petitioner's Exhibit 239-a.—(Continued.)

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Petitioner's Exhibit 239-a.—(Continued.)

Ch. s.s. "Dunholme"	Feb. 26	Perno Maceio Rio & Santos	5534	
Ch. " "Canadia"	Mar. 13	Perno Bahia Rio & Santos also Rio Grande	6669	
O'd " "Guajara"	" 17	Para & Manaos	1124	1800
O'd " "Purus"	Apr. 2	Cabedello Perno Maceio Bahia Rio & Santos	6297	6250
O'd " "S. Paulo"	" 19	Para Ceara Perno Bahia Rio & Santos	3543	3500
O'd " "Tapajoz"	" 24	Natal Pernambuco Maceio Bahia Rio & Santos	5976	6225
O'd " "Rio de Janeiro"	May 14	Para Ceara Perno Bahia Rio & Santos	3563	3500
O'd " "Tocantins"	" 28	Perno Maceio Bahia Victoria Rio & Santos	5624	6400
O'd " "S. Paulo"	June 26	Para Ceara Perno Bahia Rio & Santos	3350	3500
Ch. " "Geo Pyman"	July 2	Cabedello Perno Maceio Bahia Rio & Santos	5595	
O'd " "Rio de Janeiro"	" 19	Para Ceara Perno Bahia Rio & Santos	3275	3500

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Petitioner's Exhibit 239-a.—(Continued.)

O'd s.s. "Purus"	July 31	Natal Perno Maceio Bahia Rio & Santos	6150	6250
O'd " "Minas Geraes"	Aug. 16	Para Ceara Perno Bahia Rio & Santos	3592	3500
O'd " "Tapajoz"	Sept 4	Perno Maceio Bahia Rio & Santos	5974	6225
O'd " "S. Paulo"	" 14	Para Ceara Perno Bahia Rio & Santos	3573	3500
O'd " "Rio de Janeiro"	Oct 9	Para Ceara Perno Bahia Rio & Santos	3387	3500
Ch. " "Brantwood"	" 11	Natal Perno [illegible]io Bahia Rio & Santo	5689	
O'd " "Acre"	Nov 10	Para Ceara M[illegible] Perno Bahia Rio & S[illegible]	1441	1650
Ch. " "Osceola"	" 12	Perno Maceio B[illegible] Santos	6568	6300
O'd s.s. "Purus"	" 26	Perno Maceio Bahia Rio & Santos	6240	6250
O'd " "Sergipe"	Dec. 10	Para Maranham Ceara Natal Cabedello & Rio	1587	1750
O'd " "Tocantins"	" 23	Perno Bahia Victoria Rio Santos & Paranagua	5731	6400
			117410	

N. B. Ch.—Chartered
O'd—Owned by LB

Approximate total tons cargo
Average rate of freight per ton $4.15

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Steamer	From N Y 1911	Ports of Destination	Cargo Carried Tons of 40 cu. ft.	Carrying Capacity Tons
O'd s.s "Tapajoz"	Jan 7	Perno Maceio Rio & Santos	6102	6225
Ch. " "Hughenden"	" 25	Perno Bahia Rio & Santos	4935	4650
O'd " "Acre"	" 31	Para Maranham Ceara Cabedello Maceio & Rio	1678	1650
Ch. " "Isle of Lewis"	Feb 4	Perno Victoria Rio & Santos	5139	
O'd " "Goyaz"	" 18	Para Maranham Ceara Natal Perno Aracaju Rio	1909	1750
Ch. " "Kilsyth"	" 24	Perno Maceio Bahia Rio & Santos	4304	3984
O'd " "Purus"	Mar 17	Cabedello Victoria Rio & Santos	6327	6250
O'd " "Rio de Janeiro"	" 18	Para Ceara Perno Rio & Santos	3791	3500
Ch. " "Overdale"	Apr. 7	Perno Maceio Bahia Rio & Santos	5818	

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Petitioner's Exhibit 239-b.—(Continued.)

O'd s.s. "Minas Geraes"	Apr. 18	Para Ceara Perno Bahia Rio & Santos	3513	3500
O'd " "Tapajoz"	May 4	Bahia Victoria Rio & Santos	5772	6225
Ch. " "Hughenden"	" 4	Natal Cabedello Perno & Maceio	5155	4650
O'd " "Tocantins"	" 18	Perno Bahia Rio & Santos	5778	6400
O'd " "Rio de Janeiro"	" 27	Para Ceara Perno Bahia Rio & Santos	2856	3500
Ch. " "Evelyn"	June 7	Cabedello Perno Maceio & Bahia	4866	5675
O'd " "S. Paulo"	" 17	Para Ceara Perno Bahia Rio & Santos	3551	3500
O'd " "Purus"	" 30	Bahia Victoria Rio & Santos	6258	6250
Ch. " "Hughenden"	July 6	Natal Cabedello Perno & Maceio	4186	4650
O'd " "Minas Geraes	" 14	Para Ceara Perno Bahia Rio & Santos	3456	3500
Ch. " "Euxinia"	Aug. 3	Perno Maceio Bahia Rio & Santos	6220	5600

O'd s.s. "Rio de Janeiro"	Aug	15	Para Ceara Perno Bahia Rio & Santos	3527	3500
O'd " "Tocantins"	"	26	Victoria Rio & Santos	6102	6400
O'd " Tapajoz"	Sept	10	Natal Cabedello Maceio & Bahia	6634	6225
O'd " "S. Paulo"	"	12	Para Ceara Perno Bahia Rio Santos	2995	3500
O'd " "Purus"	"	29	Rio & Santos	6426	6250
Ch. " "Tuddal"	"	24	Cabedello Perno Maceio & Bahia	5260	
O'd " "Minas Geraes"	Oct	10	Para Ceara Perno Bahia Rio & Santos	3608	3500
Ch. " "Craigvar"	"	26	Rio & Santos	7647	7150
O'd " "Goyaz"	Nov.	7	Natal Cabedello & Pernambuco	2694	1750
O'd " "Rio de Janeiro"	"	14	Para Ceara Perno Bahia Rio & Santos	3567	3500
O'd " "Tapajoz"	"	30	Rio & Santos	7029	6225

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Petitioner's Exhibit 239-b—(Continued).

O'd s.s. "S. Paulo"	Dec.	6	Para Ceara Perno Bahia Rio & Santos	3462	3500
Ch. " "Sildra"	"	9	Perno Maceio Bahia	6790	6050
O'd " "Tocantins"	"	18	Cabedello Perno Maceio & Bahia	6081	6400
			Approximate total tons cargo	163334	

N. B. Ch.—Chartered
O'd—Owned by LB

Average rate of freight per ton $5.67

Petitioner's Exhibit 239-c.—Slechta 1191.

Steamer	From N Y 1912		Ports of Destination	Cargo Carried Tons	Capacity Carrying Tons
O'd s.s "Aere"	Jan	3	Cabedello Natal Perno	1643	1650
O'd " "Minas Geraes"	"	4	Para Ceara Perno Bahia Rio & Santos	3447	3500
O'd " "Purus"	"	10	Maceio Rio & Santos	6399	6250

O'd s.s. "Rio de Janeiro"	Jan	20	Para Ceara Perno Bahia Rio & Santos	3392	3500
O'd " "Goyaz"	Feb	5	Natal Cabedello Perno	2815	1750
Ch. " "Craigvar"	"	7	Maceio Bahia Rio & Santos	7701	7150
Ch. " "Craighall"	"	21	Perno Bahia Rio & Santos	7598	7078
O'd " "Tocantins"	Mar	6	Cabedello Perno Maceio Rio & Santos	6248	6400
O'd " "Tapajoz"	"	13	Natal Perno Bahia Rio & Santos	6870	6225
Ch. " "Bellucia"	Apr.	3	Perno Maceio Bahia Rio & Santos	7780	7200
O'd " "Goyaz"	"	14	Cabedello & Perno	2774	1750
O'd " "Purus"	"	24	Maceio Bahia Rio & Santos	6441	6250
Ch. " "Ribera"	May	2	Perno Rio & Santos	5271	5500
Ch. " "Regent"	"	11	Natal Cabedello Perno & Bahia	5388	5560

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Petitioner's Exhibit 239-c.—(Continued.)

				7205	7206	7207	7208
Ch. s.s. "Clivegrove"	May 17	Rio & Santos		6000	6000		
Ch. " "Craigvar"	" 30	Maceio Rio & Santos		7150	7276		
O'd " "Goyaz"	June 15	Natal Cabedello Perno		1750	2887		
Ch. " "Lord Downshire"	" 21	Bahia Rio & Santos		7415	7173		
O'd " "Tapajoz"	July 2	Perno Maceio Bahia Rio & Santos		6225	6707		
O'd " "Tocantins"	" 16	Perno Bahia Rio & Santos		6400	5665		
Ch. " "Isabela"	Aug 2	Natal Cabedello Perno & Maceio		5000	4384		
Ch. " "Craighall"	" 10	Bahia Rio & Santos		7068	6782		
Ch. " "Eastward"	" 23	Perno Rio & Santos		6080	6315		
Ch. " "Conde Asdrubal"	Sept. 6	Perno Bahia Rio & Santos		5500	6230		
O'd " "Purus"	" 28	Perno Maceio Rio & Santos		6250	6481		

Petitioner's Exhibit 239-c.—(Continued.)

O'd s.s. "Tapajoz"	Oct	16	Perno Bahia Rio & Santos	6672	6225
Ch. " "Venetia"	"	27	Maceio Perno Cabedello & Natal	5896	5800
Ch. " "Lord Downshire"	"	28	Bahia Rio & Santos	6893	7415
Ch. " "Chr. Knudsen"	Nov	18	Perno Rio & Santos	6452	6700
O'd " "Tocantins"	Dec	10	Perno Bahia Rio & Santos	6067	6400
Ch. " "Comeric"	"	21	Perno Maceio Rio & Santos	6706	6580
			Approximate total tons cargo	178366	

N. B. ch.—Chartered
O'd—Owned by LB

Average rate of freight per ton $6.93

7213 **Petitioner's Exhibit 240.—Slechta 1220.**

(Copy)

South American Shipping Company

New York, March 23rd, 1911.

Messrs. Lloyd Brazileiro,

New York.

Gentlemen:—

7214 The present serves to confirm engagement made with you on 8th inst. for half the refrigerator space on your two steamers to sail October and November next respectively, hence to Rio de Janeiro at the rate of 90/-per 40 c f on actual m/ment of cargo shipped.

We understand from you that the space engaged is the equivalent of about 550 bbls per steamer.

Yours truly,

p.p.South American Shipping Company,

(Signed) F. G. Sutcliffe,

7215 Director.

Petitioner's Exhibit 241.—Slechta 1220.

(Copy)

Lloyd Brazileiro.

New York, October 24th, 1910.

Messrs. G. Amsinck & Company,

6-9 Hanover Square,

7216 New York City.

Gentlemen:—

This will serve to confirm freight engagement made this morning for shipment from New York to Pernambuco of 5/8000 cases refined petroleum during each of the months of January, February & March 1911; at the freight rate of 20c net per case f.f.a.—quantity at your option and to be declared not later than the 25th of each preceding month.

It is understood that we furnish room in two of our 7217
steamers expected to sail each month and quantity to be at our option.

Kindly confirm.

Yours very truly,
LLOYD BRAZILEIRO,
(signed) Chas. L. Timson.

ACCEPTED:—
(Signed) G. AMSINCK & CO.

Petitioner's Exhibit 242.—Slechta 1220. 7218

(COPY)

LLOYD BRAZILEIRO.

NEW YORK, Feruary 25th, 1911.

Messrs. G. Amsinck & Company,
6-9 Hanover Square,
New York City.

Gentlemen:—

This will serve to confirm freight engagement made this 7219
morning for shipment from New York to Pernambuco of 3/8000 cases refined petroleum during each of the months of April,.May and June 1911; at the freight rate of 20c net per case F.F.A.—quantity at your option and to be declared not later than the 25th of each preceding month.

It is understood that we furnish room in two of our steamers expected to sail each month and quantity to be at our option.

Kindly confirm.

7220
Yours very truly,

ACCEPTED
G. AMSINCK & CO. (Signed)

7221

Petitioner's Exhibit 243.—Slechta 1220.

(Copy)

Thomsen & Company

90-96 Wall Street,

New York, Aug. 23rd, 1911

The Lloyd Brazileiro,
8-10 Bridge Street,
New York City.

7222 Gentlemen:

Referring to our running contract covering monthly shipments of 12,000 to 20,000 cases of kerosene to Pernambuco kindly note that we avail ourselves of the option of renewing this contract under exactly the same conditions, for another three (3) months, i. e. October, November and December, 1911. In other words, we shall ship 20,000 cases during each of the months above mentioned, ex contract.

We furthermore confirm engagement made with you
7223 several days ago for an additional 3,000 cases of kerosene to be shipped during each of the months of October, November and December, at the rate of 22½c per case net f.f.a., so that in all we expect to shipment during October, November and December 1911, each, 23,000 cases of Oil, and should be glad to have you divide this quantity in as even lots as possible.

Yours very truly,
Thomsen & Co
(signed) W. Rocamore

7224

Petitioner's Exhibit 244.—Slechta 1223.

General Cargo Rates. Charged by Lloyd Brazileiro from New York to ports as below, in cents per cubic foot.

	1909	1910	1911	1912
Santos	22-27	20-27	20-27	25-33
Rio	22-27	18-27	20-27	25-33
Bahia	24-32	24-33	22-33	27-35
Perno	22-27	18-27	21-27	25-33
Cabedello	22-27	20-27	24-27	27-35
Natal	22-27	20-27	27-35	35-50
Maceio	22-27	21-27	21-27	24-33

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Petitioner's Exhibit 245.—Slechta 1223.

Steamer	Date Arrival N Y 1907	From the Ports of	Cargo			Freight $
Ch. s.s. Vimeira	Jan. 20th	Bahia & Pernambuco	General cargo			840.14
LB " Sergipe	Feb. 11th	Rio Grande Rio Bahia-Parahyba-Perno-Para-Barbados	General cargo			4855.24
Ch. " Myrtledene	Mar. 5th	Santos & Rio de Janeiro	Gen cargo	53414	B/cof.	8701.58
Ch. " Dunottar	Mar. 14th	Santos, Rio de Janeiro-Bahia-Maceio-Perno	"	21000	do	7198.51
Ch. " Thornhill	Mar. 25th	Santos-Rio de Janeiro		42140	do	8570.98
LB " Goyaz	Apr. 4th	Rio-Perno-Parahyba-Para-Barbados	General cargo			2823.70
Ch. " Min	Apr. 8th	Santos-Rio de Janeiro		60408	B/Cof.	13076.17
Ch. " Hanseat	Apr. 9th	Santos Bahia		64630	do	13337.67
LB " Sergipe	May 1st	Rio-Bahia-Parahyba-Pernambuco	Gen. &	10900	do	2762.01
Ch. " Zamora	May 11th	Santos		61670	do	13212.54
Ch. " Vimeira	May 14th	Victoria		50000	do	10500.00
Ch. " Rauma	May 25th	Santos & Rio		57376	do	12285.69
Ch. " Cunaxa	June 3rd	Rio Grande-Santos-Rio de Janeiro	Gen. &	12600	do	3913.34
Ch. " Dunottar	June 24th	Santos-Victoria		20357	do	4467.29
LB " Goyaz	June 26th	Rio-Victoria-Bahia-Maceio-Perno-Parahyba-Para	Gen. &	5525	do	2420.16

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Petitioner's Exhibit 245.—(Continued.)

s.s.	Hanseat	July	19th	Santos-Rio de Janeiro		38891	do	$645.76
"	Sergipe	Aug.	2nd	Rio-Victoria-Bahia-Perno-Cabedello-Barbados	Gen. &	19622	do	817.86
"	Anchenden	Sept.	9th	Santos-Rio de Janeiro-Bahia		53857	do	13069.07
"	Acre	Sept.	25th	Rio de Janeiro & Perno	Gen. &	5526	do	750.15
"	Goyaz	Sept.	25th	Rio-Perno Cabedello-Ceara	Gen. &	2500	do	675.32
"	Rauma	Oct.	12th	Rio Grande-Santos-Rio de Janeiro	Gen. &	19993	do	2036.27
"	Hanseat	Oct.	21st	Santos & Victoria		31180	do	455.81
"	Sergipe	Nov.	4th	Rio-Victoria-Bahia-Perno-Paraliyba-Barbados	Gen. &	9412	do	1967.79
"	Border Knight	Nov.	7th	Santos & Rio de Janeiro		27599	do	2877.34
"	Dunottar	Nov.	16th	Rio de Janeiro-Bahia-Perno		4643	do	695.46
"	Acre	Nov.	30th	Rio de Janeiro-Bahia-Perno	Gen. &	12010	do	921.35
"	Nordpol	Dec.	7th	Santos-Rio-Victoria		21210	do	2423.22
"	Anchenden	Dec.	16th	Santos-Rio Victoria		19002	do	2709.51
								$15,542,293

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Petitioner's Exhibit 245.—(Continued.)

ER	Date Arrival N Y 1908	From the ports of	Cargo			Freight $
s. Sergipe	Feb. 10th	Rio-Victoria-Maceio-Perno Ceara Para	Gen. &	15000	B Cof.	2378.26
" Hanseat	Feb. 11th	Rio Grande-Santos-Rio-Victoria	Gen. &	55497	do	7011.61
" Acre	Feb. 12th	Rio Grande-Rio-Perno	Gen. &	3030	do	612.15
" Rauma	Feb. 12th	Santos-Rio de Janeiro		9672	do	1015.56
" Brantwood	Feb. 26th	Santos		35301	do	3892.72
" Goyaz	Mar. 14th	Santos-Rio-Victoria-Maceio-Perno-Cabedello-Ceara-Para	Gen. &	14193	do	3567.18
" Strathyre	Mar. 21st	Rio Grande-Santos-Rio de Janeiro	Gen. &	48563	do	5728.10
" Kelvingrove	Apr. 6th	Victoria		35000	do	4042.51
" Nordpol	Apr. 8th	Rio Grande-Santos-Rio-de Janeiro		39697	do	4475.67
" Acre	Apr. 17th	Santos-Rio de Janeiro-Bahia-Perno-Para	Gen. &	8174	do	2892.54
" Pontiac	May 1st	Rio Grande-Santos-Rio-Victoria	Gen. &	50375	do	10877.72
" Hanseat	May 9th	Santos-Rio de Janeiro		4551	do	962.30
" Sergipe	May 15th	Para-Itacoatiara	General Cargo			817.79
" Goyaz	May 29th	Rio Grande-Maceio-Perno-Para	General Cargo			698.61
" Brantwood	June 1st	Santos-Rio-Victoria		46888	B Cof.	9866.13
" Acre	June 23rd	Rio-Maceio-Perno-Cabedello-Para	Gen. &	7000	do	3575.45

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Petitioner's Exhibit 245.—(Continued.)

								7240	7239	7238		7237
S.	Apollo	June	25th	Santos-Rio	Gen. &	59306	do	13394.97				
"	Strathyre	July	6th	Rio de Janeiro-Victoria		24890	do	5239.89				
"	Hughenden	July	7th	Santos-Rio de Janeiro		4865	do	1048.03				
"	Kelvingrove	July	28th	Santos-Rio de Janeiro-Victoria		22149	do	4656.24				
"	Sergipe	July	29th	Rio Grande-Rio-Bahia-Perno-Maceio-Cabedello-Ceara	General cargo			1804.88				
"	Hanseat	Aug.	21st	Santos-Rio		10085	B/Cof.	2144.10				
"	Goyaz	Aug.	27th	Rio-Bahia-Maceio-Perno-Cabedello		5662	do	4090.36				
"	Brantwood	Sept.	1st	Santos-Rio-Victoria-Rio Grande		40520	do	7908.01				
"	Queen Eleanor	Sept.	25th	Santos-Rio-Victoria		27000	do	5334.03				
"	Acre	Sept.	25th	Rio-Bahia-Maceio-Perno-Cabedello	Gen. &	1500	do	537.68				
"	Hughenden	Oct.	17th	Rio-Victoria		18070	do	3163.03				
"	Sergipe	Oct.	27th	Rio-Bahia-Maceio-Perno	Gen. &	500	do	3751.64				
"	Kelvingrove	Nov.	12th	Santos		41643	do	6558.77				
"	Polarstjernen	Nov.	25th	Santos-Rio		43260	do	10503.59				
"	Goyaz	Nov.	29th	Rio-Victoria-Maceio		7902	do	1568.82				
"	Daghestan	Nov.	30th	Rio Grande-Santos-Rio	Gen. &	24465	do	5780.44				
"	Ripley	Dec.	8th	Victoria-		16000	do	3024.00				
"	Devonshire	Dec.	9th	Santos-Rio		2375	do	385.88				
"	Acre	Dec.	26th	Rio-Bahia-Maceio-Perno-Para	Gen. &	3258	do	870.18				
"	Queen Eleanor	Dec.	31st	Rio		13500	do	2126.25				
	General cargo											
	Bags of coffee										$	146405.06

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Petitioner's Exhibit 245.—(Continued.)

EAMER	DATE ARRIVAL N Y 1909	FROM THE PORTS TO	Cargo		Freight $
Ras Bera	Jan. 9th	Santos-Rio	Gen. &	6829 B/C	1175.70
Ras Issa	Feb. 23rd	Santos-Victoria		41280 do	6985.75
" Goyaz	Feb. 28th	Rio-Maceio-*Perno	Gen. &	5711 do	2969.64
" Pontiac	Mar. 5th	Santos-Rio		39434 do	5675.16
" Polarstjernen	Mar. 13th	Santos-Rio		71409 do	11884.30
" Devonshire	Mar. 29th	Santos		75391 do	14248.84
" Sergipe	Apr. 13th	Rio-Maceio-Perno	Gen. &	8012 do	2597.57
" Queen Eleanor	Apr. 24th	Santos-Rio-Victoria		53066 do	10346.23
" Tocantins	May 3rd	Rio-Victoria		12250 do	1338.75
" Goyaz	May 14th	Rio-Bahia-Maceio-Perno-Ceara	Gen. &	11070 do	2938.66
" Celtic Princess	May	Rio-Victoria		20500 do	4357.12
" Acre	June 17th	Rio-Bahia-Maceio-Para	Gen. &	2000 do	3949.18
" Tapajoz	June 12th	Rio-		2000 do	315.00
" Polarstjernen	July 2nd	Rio-		3000 do	631.65
" Cara	July 16th	Rio-Victoria—(Victoria to N.O.1000 B/C $262.50)	Gen. &	7500 do	1627.50
" Goyaz	July 27th	Rio-Bahia-Perno-Natal	Gen. &	2500 do	901.07
" Acre	Aug. 26th	Rio-Victoria-Natal-Para	General cargo		169.53
" Canadia	Aug. 24th	Santos-Victoria—(To N.O. 17950 B/C $4711.83)		7774 B/C	2040.66
Eskside	Sept. 29th	Bahia-Perno	General cargo		288.15

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Petitioner's Exhibit 245.—(Continued.)

s.s. Tapajoz	Sept. 25th	Rio			
" Tocantins	Oct. 1st	Santos-Rio-Victoria (To N.O. 15800 B/C)	Gen. &	282 B/C	147.30
" Goyaz	Oct. 10th	Rio-Bahia-Perno		15210 do	3992.60
" Sao Paulo	Oct. 29th	Santos-Rio-Bahia-Perno	General cargo		1192.14
" Polarstjernen	Nov. 10th	Santos-Rio-Victoria to N.O. 13950 B/C $3661.84	Gen. &	36302 B/C	15739.08
" Nordpol	Nov. 16th	Rio-			
" Purus	Nov. 21st	Victoria-Perno	General cargo		1856.03
" Ferndene	Dec. 5th	Rio	General cargo		3206.42
" Sergipe	Dec. 17th	Rio-Maceio-Perno-Cabedello-Natal	General cargo		2406.03
" Hamilton	Dec. 20th	Santos to N. O. 10000 B/C $3675.00	General cargo		1140.41
—General cargo					
—Bags coffee					
					$107,267.59

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Steamer	Date Arrival N Y 1910	From the ports of	Cargo		Freight $
S.S. Sao Paulo	Jan. 10	Rio-Perno			
" Celtic Princess	" 23	Santos to N.O.8000B/C $2100.00)	General cargo		1538.42
" Tocantins	" 20	Santos-Rio-Maceio		52052 B/C	13663.65
" Rio de Jan-	Feb. 7	Bahia-Perno-Para	Gen. &	69400 do	15555.48
" Guajara	Mar. 10	Maceio-Natal-Perno-Para	General cargo		1617.41
" Purus	Mar. 20	Rio-Victoria (To N.O. 3296 B/C)	General cargo		5657.80
" Tapajoz	Mar. 29	Cabedello	Gen. &	58204 B/C	15642.85
" Sao Paulo	Apr. 8	Santos-Rio-Bahia-Perno-Para	General cargo		46.73
" Tocantins	May 4	Maceio-Perno-	Gen. &	1000 B/C	2237.18
" Rio de Jan-	May 5	Rio-Bahia-Perno-Para	General cargo		906.18
" Canadia	June 6	Prepaid	General cargo		2665.43
" SaoPaulo	June 20	Rio-Bahia-Perno-Para	Gen. &	487 B/C	8122.61
" Rio de Jan-	July 11	Rio-Perno-Para	Gen. &	500 B/C	3055.51
" Purus	July 21	Rio-Maceio-Cabedello	General cargo		1118.34
" Minas Geraes	Aug. 5	Perno-Para	General cargo		1927.67
" Tapajoz	Aug. 26	Rio-Santos- Prepaid			
" Sao Paulo	Sept. 1	Santos-Rio/Bahia/Perno-Ceara-Para	Gen. &	5390 B/C	10013.28

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Petitioner's Exhibit 245.—(Continued.)

B	s.s. Rio de Jan-	Oct. 1	Santos-Rio-Perno-Ceara-Para	Gen. &	14412 B/C	9846.68
B	" Acre	Nov. 2	Santos-Rio-Perno-Ceara-Para	Gen. &	14750 do	8757.70
B	" Purus	Nov. 14	Santos		1750 do	643.13
B	" Sergipe	Dec. 6	Ceara-Para	General cargo		7142.09
B	" Tocantins	Dec. 8	Rio-Cabedello-Perno	Gen. &	7884 B/C	5164.47
B	" Tapajoz	Dec. 24	Rio via N O			
						$106524.76

en.—General cargo
/C—Bags Coffee

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Petitioner's Exhibit 245.—(Continued.)

Steamer	Date Arrival N Y 1911	From the ports of	Cargo		Freight $
S. Acre	Jan. 23	Santos-Rio-Perno-Ceara-Para	Gen. &	7059 B/C	7120.78
" Goyaz	Feb. 10	Para	General cargo		1954.99
" Osceola	" 21	Santos-Rio		32252 B/C	11852.61
" Rio de Janeiro	Mar. 9	Rio-Bahia-Perno-Ceara-Para	Gen. &	1500 do	5541.38
" Purus	" 10	Santos-Rio		18421 do	7736.82
" Minas Geraes	Apr. 11	Rio-*Perno-Ceara-Para	Gen. &	750 do	6513.48
" Tocantins	Apr. 27	Rio-Maceio-Cabedello-Para	Gen. &	1000 do	2309.53
" Rio de Janeiro	May 19	Santos-Rio-Perno-Ceara-Para	General cargo		1738.01
" Sao Paulo	June 12	Rio-Perno-Ceara-Para	General cargo		5962.26
" Purus	June 22	Santos		250 B/C	105.00
" Hughenden	June 28	Maceio	General cargo		317.89
" Minas Geraes	July 6	Rio-Bahia-Ceara-Perno-Para	General cargo		2893.99
" Rio de Janeiro	July 31	Rio-Perno-Ceara-Para	Gen. &	1500 B/C	3253.63
" Tocantins	Aug. 12	Santos-Rio		33392 do	11746.70
" Hughenden	Aug. 23	Natal	General cargo		322.37
" Sao Paulo	Aug. 23	Santos-Rio-Perno-Ceara-Para	Gen. &	6350 B/C	4108.41
" Tapajoz	" 27	Santos		26500 do	11042.50
" Purus	Sept. 15	Santos-Rio		34353 do	14053.55
" Minas Geraes	Sept. 19	Santos-Bahia-Perno-Ceara-Para	Gen. &	21250 do	11446.51
" Goyaz	Sept. 24	Para	General cargo		2841.16
" Rio de Janeiro	Oct. 23	Rio-Perno-Ceara-Para	Gen. &	4000 B/C	8203.11

7260 7259 7258 7257

7261 7263 7262 7261

Petitioner's Exhibit 245.—(Continued.)

s.s. Sao Paulo	Nov. 20	Santos-Rio-Ceara-Para	Gen. &	5750 do	6832.80
" Acre	Nov. 21	Maceio-Natal-Ceara-Manaos-Para	General cargo		7530.48
" Tocantins	Nov. 26	Perno	General cargo		7151.29
" Minas Geraes	Dec. 21	Santos-Rio-Perno-Ceara-Para	General &	6387 B/C	9034.02
" Purus	Dec. 23	Santos		6250 do	2590.00
					$154,202.27

.—General cargo
—Bags coffee

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Petitioner's Exhibit 245.—(Continued.)

STEAMER	DATE ARRIVAL N Y 1912	FROM THE PORTS OF	Cargo		Freight $
" Goyaz	Jan. 10	Maceio-Para	General cargo		2351.68
" Rio de Janeiro	Jan 11	Santos-Bahia-Ceara-Para	Gen. &	3883 B/C	3929.36
" Craigvar	Jan 13	Santos-Rio		86240 do	20697.60
" Sildra	Feb 17	Bahia-Maceio	General cargo		1103.04
" Tocantins	Feb 25	Maceio-Perno-Ceara	General cargo		1090.59
" Tapajoz	Feb 25	Santos-Para	Gen. &	12755 B/C	5450.28
" Goyaz	Apr 5	Maceio-Perno-Ceara-Barbados	General cargo		3395.23
" Purus	Apr 9	Santos		26800 B/C	9450.00
" Craigvar	May 11	Santos		57281 do	14893.06
" Goyaz	June 9	Maceio-Perno-Para	General cargo		3743.03
" Tapajoz	June 19	Santos-Maceio	General cargo		443.52
" Tocantins	June 21	Ceara	General cargo		225.00
" Purus	July 31	Maceio-Para	General cargo		3015.11
" Isabela	Sept. 18	Maceio	General cargo		434.95
" Tapajoz	Oct. 5	Para	General cargo		1744.41
" Tocantins	Nov 21	Santos-Rio-Victoria-Maceio-Perno			
" Craighall	Nov 28	Santos-Victoria	Gen. &	49625 B/C	15948.00
" Venetia	Dec 23	Natal		52824 do	14907.00
Chartered steamers			General cargo		891.49
Lloyd Brazileiro					
					$ 88,765.35

General Cargo B/C—Bags coffee

7268 7267 7266 7265

7269 **Petitioner's Exhibit No. 246.—Humphrey 1226.**

ARBUCKLE BROTHERS. Old Slip and Water Street.

New York, February 21, 1913.

Mr. S. D. Montgomery,
Room 441, U. S. Custom House,
New York City.

Dear Sir:

7270 In compliance with your favor of the 19th instant, we herewith hand you as follows a list of steamers which we chartered, the same having brought coffee from Brazil to us between January, 1908, and date:

ARRIVAL DATE	STEAMER	RIO	SANTOS	VICTORIA	TOTAL
1909					
Nov. 15	"London Bridge"	5,000	13,965		18,965
Dec. 11	"Portreath"	15,000	35,000		50,000
7271 1910					
May 25	"Brookwood"	50,070		9,500	59,570
Aug. 1	"Bardsey"		74,884		74,884
Sept. 2	"Birchtor"	700	58,148		58,848
Oct. 14	"Horsley"		38,079		38,079
Dec. 27	"Cunaxa"	4,250	51,591		55,841
1912					
July 29	"Min"		54,263	6,000	60,263
Aug. 19	"Warrior"		76,619		76,619
7272	TOTALS	75,020	402,549	15,500	493,069

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We also hand you list of our shipments during the same period by the Lloyd Brazileiro steamers, as follows: 7273

Arrival Date 1908	Steamer	Rio	Santos	Victoria	Total	
Feb. 10	"Sergipe"			11,750	11,750	
" 11	"Hanseat"		25,750	17,950	43,700	
" 26	"Brantwood"		26,000		26,000	
Mch. 21	"Strathyre"	9,750	29,750		39,500	
Apl. 6	"Kelvingrove"			22,250	22,250	7274
" 8	"Nordpol"	2,000	11,100		13,100	
May 2	"Pontiac"		12,905	21,250	34,155	
June 1	"Brantwood"	1,500	11,500	14,000	27,000	
" 25	"Apollo"		24,060		24,060	
Sept 1	"Brantwood"		16,850	1,200	18,050	
" 25	"Queen Eleanor"		1,500		1,500	
Oct. 17	"Hughenden"			2,500	2,500	
Nov. 12	"Kelvingrove"		9,025		9,025	
" 26	"Polarstjernen"	10,000	2,000		12,000	
" 30	"Doghestan"		17,262		17,262	7275
Dec. 7	"Ripley"			500	500	
" 31	"Queen Eleanor"	13,500			13,500	
1909						
Jan. 9	"Ras Bera"		4,050		4,050	
Feb. 3	"Corn Exchange"	24,000			24,000	
" 19	"Celtic Princess"	9,000			9,000	
" 23	"Ras Issa"		18,160	13,000	31,160	
Mch. 4	"Pontiac"		31,080		31,080	
" 13	"Polarstjernen"	750	63,000		63,750	7276
" 29	"Devonshire"		69,362		69,362	
Apl. 24	"Queen Eleanor"	7,000	11,470	19,000	37,470	
May 4	"Tocantins"			2,750	2,750	
June 4	"Celtic Princess"	2,000		16,000	18,000	
July 16	"Cara"			5,000	5,000	
Sept. 1	"Canadia"		2,024	2,250	4,274	
Oct. 1	"Tocantins"	350	1,110	3,000	4,460	

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	Arrival Date		Steamer	Rio	Santos	Victoria	Total
7277	1910						
	Jan.	20	"Tocantins"	35,000	34,400		69,400
	"	23	"Celtic Princess"		33,762		33,762
	Mch.	21	"Purus"	49,254		5,200	54,454
	1911						
	Feb.	21	"Osceola"	10,000	22,252		32,252
	Mch.	10	"Purus"		5,016		5,016
	Apl.	11	"Minas Geraes"			500	500
7278	Aug.	12	"Tocantins"	1,500	27,042	4,000	32,542
	"	28	"Tapajoz"		1,250		1,250
	Sept.	15	"Purus"		5,353		5,353
	Dec.	23	"Purus"		500		500
	1912						
	Jan.	13	"Craigvar"	10,000	76,240		86,240
	Feb.	26	"Tapajoz"		8,600		8,600
	Apl.	9	"Purus"		25,800		25,800
	May	10	"Craigvar"	5,000	52,281		57,281
	Nov.	21	"Tocantins"	2,000	34,025	13,100	49,125
7279	"	29	"Craighall"		45,680	1,400	47,080
			Totals	192,604	760,163	176,600	1,129,367

Trusting this will be in compliance with your enquiry, we are

Yours very truly,

Arbuckle Brothers,

By H. M. Humphrey.

7280

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Petitioner's Exhibit No. 247.—Humphrey 1227. 7281

Statement of Brazil Coffee received by Arbuckle Brothers on chartered steamers other than Lloyd Brazileiro from Dec. 6, 1906, to date.

Arrival Date	Steamer	Rio	Santos	Victoria	Total	
1906						
Dec. 3	"Huttonwood"	40,000	53,476		93,476	
13	"Edernian"	87,800			87,800	
15,	"Wyandotte"		84,033		84,033	7282
25,	"Sandhurst"	10,070			10,070	
31,	"Hollinside"	26,000	43,308		69,308	
1907						
Jan. 5,	"Marchioness of Butee"		108,172		108,172	
Feb. 6,	"Harlech"		74,613	22,000	96,613	
Sept. 23,	"Dungeness"		46,038	15,900	61,938	
1909						
Nov. 15,	"London Bridge"	5,000	13,965		18,965	7283
Dec. 11,	"Portreath"	15,000	35,000		50,000	
1910						
May 25,	"Brookwood"	50,070		9,500	59,570	
Aug. 1,	"Bardsey"		74,884		74,884	
Sept. 2,	"Birchtor"	700	58,148		58,848	
Oct. 14,	"Horsley"		38,079		38,079	
Dec. 27,	"Cunaxa	4,250	51,591		55,841	
1912						
July 29,	"Min"		54,263	6,000	60,263	7284
Aug. 19,	"Warrior"		76,619		76,619	
		238,890	812,189	53,400	1,104,479	

1821

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7285 **Petitioner's Exhibit 248.—Humphrey 1227.**

PAUL F. GERHARD & Co.

Cable Address, "Victor," New York.

Steamship Agents, Ship Brokers

and Forwarding Agents.

General Agents

7286 PRINCE LINE

for

BRAZIL, RIVER PLATE

and

SOUTH AFRICA.

New York, Sept. 23rd, 1910.

Messrs Arbuckle Bros.,

Old Slip & Water St.,

7287 New York City.

Dear Sirs:—

We beg to advise you that the following Prince Line Steamers are berthed to load coffee at Santos and Rio de Janeiro for the United States, viz:—

S/S "CORSICAN PRINCE":—expected to sail from Santos October 1st, for New York.

S/S "EASTERN PRINCE":—expected to sail from Santos October 15th for New York.

7288 S/S "SPANISH PRINCE":—expected to sail from Santos October 20th for New Orleans.

S/S "INDIAN PRINCE":—expected to sail from Santos October 31st for New York.

Yours faithfully,

Paul F. Gerhard & Co.,

p. H. Connor

General Agents.

HC/HJJ

COPY BOUND

Petitioner's Exhibit 249.—Humphrey 1228. 7289

September 24, 1910.

Messrs. Paul F. Gerhard & Co.,
General Agents, Prince Line,
10 Bridge St., New York.

Dear Sirs:—

In reply to your favor of the 23rd instant:

Please book us for 5,000 bags Santos coffee per Spanish Prince expected to sail from Santos October 20 for New 7290
Orleans; also for 5,000 bags coffee from Rio de Janeiro to New Orleans; and, if she stops at Victoria, 3,000 bags from Victoria to New Orleans; the above at the regular rate of freight by that steamer.

Kindly confirm.
Yours very truly,
ARBUCKLE BROTHERS.
H. M. H. By

Petitioner's Exhibit 250.—Humphrey 1228. 7291

PAUL F. GERHARD & Co.

Cable Address, "Victor," New York.
Steamship Agents, Ship Brokers
and Forwarding Agents.

General Agents
PRINCE LINE
for 7292

BRAZIL, RIVER PLATE
and
SOUTH AFRICA.

LOSE IN CENTER

7293 New York, Sept. 24th, 1910.

Messrs Arbuckle Bros.,
Old Slip & Water St.,
New York City.

Gentlemen:—

We beg to acknowledge receipt of your favor of even date, and in reply, beg to state that we have no authority to book coffee in New York.

7294 We, therefore, beg to refer you to the Prince Line agents in Brazil.

Yours faithfully,
Paul F. Gerhard & Co.,
p. H. Connor
General Agents.

HC/HJJ

Petitioner's Exhibit 251.—Humphrey 1229.

7295 Paul F. Gerhard & Co.

Cable Address, "Victor," New York.
Steamship Agents, Ship Brokers
and Forwarding Agents.

General Agents
Prince Line
for
Brazil, River Plate
7296 and
South Africa.

New York, October 22nd, 1910.

Messrs Arbuckle Bros.,
New York City.

Dear Sirs:—

We beg to advise you that the following Prince Line

COPY BOUND

steamers are berthed to load Coffee at Santos and Rio de 7297
Janeiro for the United States, viz:—

S/S "INDIAN PRINCE":—expected to sail from Santos Oct. 29th for New York.

S/S "SCOTTISH PRINCE":—expected to sail from Santos Nov. 12th for New York.

S/S "ROYAL PRINCE":—Expected to sail from Santos Nov. 16th for New Orleans.

Yours faithfully,
Paul F. Gerhard & Co.,
p. H. Connor 7298
General Agents.

HC/HJJ

Petitioner's Exhibit 252.—Humphrey 1229.

October 24, 1910.

Messrs. Paul F. Gerhard & Co.,
General Agents, Prince Line,
10 Bridge St., New York. 7299

Dear Sirs:—

Your favor of Saturday, 22nd instant, just received.

Kindly book us for 2,000 bags coffee per S. S. Indian Prince expected to sail from Santos October 29 for New York, and 3,000 bags coffee per S. S. Royal Prince expected to sail from Santos November 16 for New Orleans, at your regular berth rates.

Kindly confirm, and oblige,
Yours very truly,
ARBUCKLE BROTHERS. 7300

H. M. H. By

7301 **Petitioner's Exhibit 253.—Humphrey 1230.**

PAUL F. GERHARD & Co.

Cable Address, "Victor," New York.

Steamship Agents, Ship Brokers
and Forwarding Agents.

General Agents
PRINCE LINE
7302 for
BRAZIL, RIVER PLATE
and
SOUTH AFRICA.

New York, October 24th, 1910.

Messrs Arbuckle Bros.,
Old Slip & Water St.,
7303 New York City.

Dear Sirs:—

We are in receipt of your favor of even date, and in reply, beg to state that we have no authority to book coffee.

We beg to refer you to Messrs Zerrener, Bulow & Co., Agents of the Prince Line, at Santos, Brazil.

Yours faithfully,
Paul F. Gerhard & Co.,
p. H. Connor
General Agents.

7304 HC/HJJ

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Petitioner's Exhibit 254. Humphrey 1231. 7305

Defendants' Ex. [illegible] Id.

(Advertised in The Journal of Commerce and Commercial Bulletin of date April 27th, 1912.)

TRANSPORTATION.

[illegible]

[illegible]

[illegible]

[illegible]

7306

PERNAMBUCO, Rio de Janeiro [illegible]

S. S. Ribera, April 30

S. S. Clivegrove May 10

Loading berth Pier 3, Hard Divide, South Brooklyn.

The LLOYD BRAZILEIRO S. S. Co. of Rio de Janeiro, Brazil. Begs to announce the following freight rates on coffee for the ensuing season. Shipments on [illegible] steamer from Santos and Rio to New York. All rates net:

Less than 1000 bags	Per bag.	35cts.
1000 to 5000 bags	per bag.	32cts. 7307
5000 to 10,000 bags	per bag.	30cts.
10,000 to 25,000 bags	per bag.	28cts.
Over 25,000	per bag.	26cts.

JOSEPH J. SLECHTA,
General Agent.
Telephone Nos. 4190-4191 Broad. 8-10 Bridge St.

(Advertised in The Journal of Commerce and Commercial Bulletin of date, Wednesday, May 1, 1912.) 7308

TRANSPORTATION.

SOUTH AMERICA

LLOYD BRAZILEIRO

(Brazilian S. S. Line)

PERNAMBUCO, RIO DE JANEIRO AND SANTOS.
S. S. Ribera May 1

LOSE IN CENTER

7309 NATAL, CABEDELLO, PERNAMBUCO & BAHIA.
British S. S. Regent May 9
DIRECT TO RIO DE JANEIRO AND SANTOS.
British S. S. Clivegrove May 15
MACEIO, RIO DE JANEIRO & SANTOS.
A steamer May 25th

Loading berth Pier 5, Bush Docks, South Brooklyn.

We announce the following rates on coffee to be effective until further notice. Shipments from Santos and Rio to New York, all rates net:

7310

Less than 1000 bags	per bag.	35cts.
1000 to 5000 bags	per bag.	32cts
5000 to 10,000 bags	per bag.	30cts.
10,000 to 25,000 bags	per bag.	28cts
Over 25,000 bags	per bag.	26cts

JOSEPH J. SLECHTA,
General Agent.
Telephone Nos. 4190-4191 Broad. 8-10 Bridge St.

7311

(Advertised in The Journal of Commerce and Commercial Bulletin of date, Monday, May 13, 1912.)

TRANSPORTATION.

SOUTH AMERICA

LLOYD BRAZILEIRO

(Brazilian S. S. Line)

7312

PERNAMBUCO, RIO DE JANEIRO AND SANTOS.
S. S. Ribera Sailed May 1
NATAL, CABEDELLO, PERNAMBUCO & BAHIA.
British S. S. Regent Sailed May 11
DIRECT TO RIO DE JANEIRO AND SANTOS.
British S. S. Clivegrove May 15
MACEIO, RIO DE JANEIRO & SANTOS.
British S. S. Craigvar May 25

Loading berth Pier 5, Bush Docks, South Brooklyn.

COPY BOUND CL

We announce the following rates on coffee to be effective until further notice. Shipments from Santos and Rio to New York, all rates net: 7313

Less than 1000 bags	per bag.	35cts
1000 to 5000 bags	per bag.	32cts
5000 to 10,000 bags	per bag.	30cts
10,000 to 25,000 bags	per bag.	28cts
Over 25,000 bags	per bag.	26cts

JOSEPH J. SLECHTA,
General Agent. 7314
Telephone Nos. 4190-4191 Broad. 17 & 19 State St.

(Advertised in The Journal of Commerce and Commercial Bulletin of date, Friday, May 31, 1912.)

TRANSPORTATION.

(SOUTH AMERICA)

LLOYD BRAZILEIRO

(Brazilian S. S. Line) 7315

MACEIO, RIO DE JANEIRO AND SANTOS.
Br. S. S. Craigvar May 28
NATAL, CABEDELLO, AND PERNAMBUCO.
Braz. S. S. Goyaz June 8
BAHIA, RIO DE JANEIRO AND SANTOS.
Br. S. S. Lord Downshire June 15
PERNAMBUCO, MACEIO, RIO DE JANEIRO AND SANTOS.
S. S. Tapajoz June 25

Loading berth Pier 5, Bush Docks, South Brooklyn. 7316

We announce the following rates on coffee to be effective until further notice. Shipments from Santos and Rio to New York, all rates net:

Less than 1000 bags	per bag.	35cts
1000 to 5000 bags	per bag.	32cts
5000 to 10,000 bags	per bag.	30cts
10,000 to 25,000 bags	per bag.	28cts
Over 25,000 bags	per bag.	26cts

LOSE IN CENTER

7317 JOSEPH J. SLECHTA,
General Agent.
Telephone Nos.

(Advertisement in The Tea and Coffee Trade Journal of date February, 1913, page 121.)

THE LLOYD BRAZILEIRO S. S. Co. OF RIO DE JANEIRO, BRAZIL.

Begs to announce the following freight rates on coffee now in effect until further notice. Shipments on any
7318 steamer from Santos and Rio to New York. All rates net:

Less than 1000 bags.....per bag, 35c
1000 to 5000 bags.....per bag, 32c
5000 to 10,000 bags.....per bag, 30c
10,000 to 25,000 bags.....per bag, 28c
Over 25,000 bags .....per bag, 26c

Apply to
JOS. J. SLECHTA, General Agent,
17 State Street, New York.

7319

(Advertisement in The Tea and Coffee Trade Journal of date March, 1913, page 228.)

THE LLOYD BRAZILEIRO S. S. Co. OF RIO DE JANEIRO, BRAZIL.

Begs to announce the following freight rates on coffee now in effect until further notice. Shipments on any steamer from Santos and Rio to New York. All rates net:

Less than 1000 bags.....per bag, 35c
1000 to 5000 bags.....per bag, 32c
7320 5000 to 10,000 bags.....per bag, 30c
10,000 to 25,000 bags.....per bag, 28c
Over 25,000 bags .....per bag, 26c

Apply to
JOS. J. SLECHTA, General Agent,
17 State Street, New York.

Petitioner's Exhibit 259.—Gerhard 1261. 7321

Extract of letter from Paul F. Gerhard & Co. to James Knott, Esq., Newcastle-on-Tyne, dated July 15, 1910.

We were rather surprised to be informed by Messrs. Arbuckle Brothers, that the conference lines actually decline to receive any coffee shipments from them even at full current freight rates, for the reason that they charter outside steamers occasionally as they may find to their advantage. They claim to have in their possession copies of circulars issued by the Conference Lines, and copies of 7322
contracts made with Coffee shippers in Brazil; also other information which could cause the Conference Lines a great deal of trouble with the government, if they choose to press their claim.

Petitioner's Exhibit 260.—Jamison 1278.

BRAZIL NORTHBOUND CARGOES.

STEAMER	DATE	PORT	BAGS COFFEE	RATE.	
"Siegmund"	January 7 1907	Santos	59,342	35 & 5%	7323
"Gutrune"	February 25 1907	Santos	55,272	" " "	
"Gunther"	March 1 1907	Rio de Janeiro	24,318	" " "	
		Santos	33,727	" " "	
"Sieglinde"	March 15 1907	Rio de Janeiro	55,196	" " "	
"Siegmund"	March 23 1907	Santos	57,603	" " "	
"Gutrune"	May 25 1907	Victoria	2,500	" " "	
		Santos	3,500	" " "	7324
"Gunther"	June 10 1907	Santos	11,000	" " "	
		Victoria	3,750	" " "	
"Siegmund"	June 21 1907	Santos	55,994	" " "	
"Sieglinde"	July 2, 1907	Santos	5,000	" " "	
		Rio de Janeiro	50,000	" " "	
"Gutrune"	Sept 9 1907	Santos	40,506	" " "	
		Rio de Janeiro	14,500	" " "	

7325	"Corrientes"	Sept 14 1907	Santos	10,500	10	&	5%
			Rio de Janeiro	1,500	"	"	"
			Bahia	2,250	"	"	"
			Bahia	1,500	"	15	"
	"Siegmund"	Sept 23 1907	Rio de Janeiro	3,500	10	&	5%
			Santos	17,000	"		"
	"Gunther"	Oct 11 1907	Santos	17,750	"		"
7326			Rio de Janeiro	9,000	"		"
			Bahia	5,000	"		"
	"Sieglinde"	Oct 29 1907	Santos	31,100	"		"
			Rio de Janeiro	8,000	"		"
			Bahia	2,000	"		"
	"Hero"	Nov 22 1907	Rio de Janeiro	9,500	"		"
			Santos	27,000	"		"
	"Gutrune"	Nov 29 1907	Santos	29,250	"		"
7327			Rio de Janeiro	5,500	"		"
	"Corrientes"	Dec 10 1907	Rio de Janeiro	3,000	"		"
			Santos	10,000	"		"
	"Siegmund"	Dec 28 1907	Rio de Janeiro	3,500	"		"
			Santos	31,250	"		"
	"Gunther"	January 12 1908	Santos	37,260	"		"
7328			Rio de Janeiro	8,500	"		"
	"Sieglinde"	January 31 1908	Rio de Janeiro	9,000	"		"
			Santos	12,000	"		"
	"Christiania"	February 13 1908	Rio de Janeiro	15,000	"		"
			Santos	18,000	"		"
	"Gutrune"	March 5 1908	Santos	22,500	"		"
			Rio de Janeiro	16,500	"		"

"Corrientes"	March 10 1908	Rio de Janeiro	2,000	10	&	5%	7329
		Santos	17,000	"		"	
"Siegmund"	April 2 1908	Rio de Janeiro	14,961	"		"	
		Santos	15,300	"		"	
"Gunther"	April 10 1908	Santos	43,472	"		"	
		Rio de Janeiro	10,000	"		"	
"Sieglinde"	May 2 1908	Santos	29,174	30		"	7330
		Rio de Janeiro	1,500	"		"	
"Christiania"	May 7 1908	Santos	14,606	"		"	
		Rio de Janeiro	2,750	"		"	
"Gutrune"	May 27 1908	Rio de Janeiro	250	"		"	
		Santos	34,000	"		"	
"Corrientes"	June 8 1908	Rio de Janeiro	8,753	"		"	
		Santos	20,286	"		"	7331
"Siegmund"	June 28 1908	Rio de Janeiro	3,219	"		"	
		Santos	5,077	"		"	
"Gunther"	July 8 1908	Rio de Janeiro	3,888	"		"	
		Santos	22,662	"		"	
"Sieglinde"	July 27 1908	Rio de Janeiro	5,176	25		"	
		Santos	3,500	"		"	7332
"Christiania"	Aug 10 1908	Rio de Janeiro	3,410	"		"	
		Santos	6,754	"		"	
"Gutrune"	Aug 27 1908	Santos	15,000	"		"	
		Rio de Janeiro	1,629	"		"	
"Corrientes"	Sept 11 1908	Rio de Janeiro	4,189	"		"	
		Santos	55,133	"		"	

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7333	"Siegmund"	Sept 30 1908	Rio de Janeiro	12,217	25	&	5%
			Santos	39,250	"		"
	"Gunther"	November 13 1908	Rio de Janeiro	22,691	"		"
			Santos	34,000	"		"
	"Sieglinde"	Nov 20 1908	Rio de Janeiro	2,958	"		"
			Santos	8,550	"		"
7334	"Corrientes"	Dec 2 1908	Rio de Janeiro	8,250	"		"
			Santos	53,900	"		"
	"Siegmund"	January 12 1909	Rio de Janeiro	7,452	"		"
			Santos	52,527	"		"
	"Gunther"	February 13 1909	Rio de Janeiro	17,550	"		"
			Santos	37,355	"		"
	"Santa Ursula"	March 3 1909	Santos	92,398	"		"
7335	"Sieglinde"	March 11 1909	Rio de Janeiro	10,500	"		"
			Santos	45,966	"		"
	"Corrientes"	March 29 1909	Rio de Janeiro	10,000	"		"
			Santos	55,529	"		"
	"Siegmund"	April 27 1909	Rio de Janeiro	17,859	"		"
	"Desterro"	May 25 1909	Rio de Janeiro	8,500	30	&	5%
7336	"Desterro"	Aug 23 1909	Santos	34,123	35		"
	"Corrientes"	Sept 9 1909	Santos	58,496	35		"
			Rio de Janeiro	2,118	"		"
	"Galicia"	October 13 1909	Santos	44,750	"		"
			Rio de Janeiro	6,087	"		"
	"Ripley"	Nov 18 1909	Rio de Janeiro	16,250	"		"
			Santos	59,169	"		"

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"Desterro"	November 23 1909	Rio de Janeiro	1,505	35	&	5%	7337
		Santos	41,250	"		"	
"Santa Fe"	December 10 1909	Santos	89,055	"		"	
		Rio de Janeiro	9,433	"		"	
"Corrientes"	December 29 1909	Santos	58,707	"		"	
		Rio de Janeiro	6,250	"		"	
"Galicia"	February 2 1910	Victoria	3,750	"		"	
		Rio de Janeiro	5,000	"		"	7338
"Desterro"	February 25 1910	Rio de Janeiro	10,583	"		"	
		Victoria	4,000	"		"	
"Corrientes"	April 7 1910	Rio de Janeiro	22,326	"		"	
		Victoria	5,250	"		"	
"Galicia"	May 14 1910	Rio de Janeiro	1,000	"		"	
"Desterro"	July 29 1910	Santos	41,121	"		"	7339
		Rio de Janeiro	1,000	"		"	
"Corrientes"	August 8 1910	Santos	38,424	"		"	
"Galicia"	August 31 1910	Santos	19,243	"		"	
"Woglinde"	October 6 1910	Santos	24,853	"		"	
		Rio de Janeiro	4,486	"		"	
"Oppurg"	October 17 1910	Santos	34,008	"		"	
		Rio de Janeiro	750	"		"	
"Desterro"	November 7 1910	Santos	8,633	40		"	7340
		Rio de Janeiro	500	"		"	
"Westlands"	December 11 1910	Santos	57,436	"		"	
"Galicia"	December 22 1910	Santos	46,750	"		"	
		Rio de Janeiro	7,428	"		"	
"Ince Bank"	January 17 1911	Santos	26,150	"		"	
		Rio de Janeiro	5,000	"		"	

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7341	"Woglinde"	February 2 1911	Santos	12,108	40 & 5
	"Oppurg"	February 23 1911	Santos	3,291	" "
			Rio de Janeiro	1,000	" "
	"Nassovia"	March 28 1911	Santos	20,686	" "
	"Chatham"	April 8 1911	Santos	5,500	" "
	"Woglinde"	June 5 1911	Santos	20,250	" "
	"Oppurg"	June 21 1911	Santos	17,000	" "
	"Nassovia"	July 31 1911	Santos	13,250	" "
7342			Rio de Janeiro	1,000	" "
	"Ince Bank"	Sept 21 1911	Santos	28,250	" "
	"Woglinde"	October 2 1911	Santos	27,500	" "
	"Overdale"	November 9 1911	Santos	16,000	" "
			Rio de Janeiro	4,000	" "
	"Nassovia"	November 28 1911	Santos	17,500	" "
	"Wellgunde"	December 26 1911	Rio de Janeiro	1,000	" "
7343			Santos	20,500	" "
	"Santos"	January 29 1912	Santos	54,000	" "
	"Overdale"	March 15 1912	Rio de Janeiro	500	" "
			Santos	2250	" "
	"Santa Anna"	March 25 1912	Rio de Janeiro	4,250	" "
	"Wellgunde"	May 8 1912	Santos	7,533	" "
			Rio	3,250	" "
	"Numantia"	October 25 191[illegible]	Santos	95,250	" "
7344			Rio de Janeiro	3,500	" "
	"Santa Ursula"	December 5 1912	Santos	59,500	" "
			Rio de Janeiro	22,964	" "
	"Santa Rosa"	December 14 1912	Rio de Janeiro	4,000	50
			Santos	27,250	" "
	"Nassovia"	December 19, 1912	Santos	3,073	" "
	"Santa Ursula"	June 26 1912	Santos	33,015	" "

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Santa Rosa"	July 30 1912	Santos	5,500	40	& 5%	7345
		Rio de Janeiro	6,000	"	"	
Santa Teresa"	September 5 1912	Santos	20,350	"	"	
		Rio de Janeiro	500	"	"	

Petitioner's Exhibit 261.—Lowry 1291.

Yearly consolidation of statistics of Auditor for Port of New York 1908/1912 inclusive, exhibiting total of weights and values of imports from Brazil and percentage which coffee bears to total imports from the area served by the conference. 7346

1908.

N. Y. Imports		580,938,865#	259,348 tons
Commodities not originating in Coffee Ports			
Sugar	23,600,253#)		
Rubber	38,028,444)	61,628,697#	7347
Total weight excluding sugar and rubber		519,310,168#	231,835 tons

VALUE.

$23,178,422 rubber		
	$64,258,848	total value
585,032 Brazil nuts	24,208,920	
445,456 Cane sugar		
$24,208,910	Total from Coffee Ports	$40,049,928 7348
Value coffee		$34,745,201

Coffee for 1908 (495,560,477#
(221,233 tons
(Bags 3,754,246

By weight 95 2/5% of total importations from coffee ports.

By value 86% of total Importations from coffee ports.

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1909.

N. Y. Imports		672,066,862#	300,030 tons
Commodities not originating in Coffee Ports			
Sugar	8,770,114#		
Rubber	44,219,868	52,989,982#	
Total weight excluding sugar and rubber		619,076,880#	276,373 tons
$43,099,654 India Rubber		$92,612,350	total value
192,276 sugar			
817,210 Brazil Nuts		44,109,140	" "
Total from Coffee Ports		$48,503,210	
Value coffee		42,248,387	
Coffee for 1909		590,207,725#	
		263,485 tons	
		4,471,270 bags	

By weight 95 3/10% of total importations from Coffee Ports.

7351 By value 87% of total importations from Coffee Ports.

1910.

N. Y. Imports		420,539,846#	187,295 tons
Commodities not originating in Coffee Ports			
Sugar	687,196		
Rubber	36,236,475	36,923,671#	
Total weight excluding sugar and rubber		383,616,175#	171,257 tons
7352 $41,582,766 Rubber		$79,011,225	total value
1,210,779 Brazil Nuts			
13,063 Sugar		42,806,608	
Total from Coffee Ports		$36,204,617	
Value of Coffee		$31,488,371	
Coffee for 1910		357,015,885#	
		159,382 tons	
		2,704,665 bags	

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By weight 93 7/10% of total imports
By value 87% of total importations from Coffee Ports. 7353

1911.

N. Y. Imports		415,594,789# 185,533 tons
Commodities not originating in Coffee Ports		
Sugar	26,963,304#	
India Rub.	35,253,500#	62,216,804#
Total weight excluding rubber and sugar		353,377,985# 157,758 tons 7354
$26,626,289 Rubber		$73,992,812 total value
999,372 Cane Sugar		
780,429 Brazil Nuts		28,406,090
Total from coffee ports		$45,586,722
Value of coffee		$40,985,721
Coffee for 1911		329,896,377#
		147,275 tons
		2,499,215 bags 7355

By weight 93 3/10% of total imports.
By value 89 9/10% of total importations from Coffee Ports.

1912.

N. Y. Imports		470,261,348# 209,939 tons
Commodities not originating in Coffee Ports		
India Rubber		48,259,046# 7356
Total weight excluding rubber		422,002,302# 188,394 tons
		$92,538,084 total value
$ 1,050,903 Brazil Nuts		
32,132,836 India Rubber		33,183,739
Total from Coffee Ports		$59,354,345
Value of coffee		$53,665,271

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7357 Coffee for 1912 395,745,210#
176,672 tons
2, 998,070 bags

By weight 93 7/10%
By value 90 2/5%

Petitioner's Exhibit 262.—Lowry 1291.

CONSOLIDATION STATISTICS OF AUDITOR OF PORT OF NEW YORK

EXHIBITING TOTAL OF WEIGHTS AND VALUES OF IMPORTS FROM BRAZIL—SEGREGATED AS TO COMMODITIES FOR YEARS 1908 TO 1912 INCLUSIVE.

7358

	Weights in Pounds.	Values in Dollars.
U. S. Articles returned from Brazil	not given	$ 181,310.00
Chemicals not otherwise specified	" "	190,016.00
Vegetable and mineral wax	8,113,861	2,176,050.00
Cocoa and shells of	84,714,111	7,939,493.00
Coffee	2,168,425,674	203,132,951.00
7359 Hair	1,880,527	632,999.00
Goatskins	19,526,830	10,362,862.00
Hides	6,050,452	1,065,047.00
Sheepskins	6,375,343	2,032,617.00
All other skins	2,080,394	567,746.00
India Rubber (Crude)	201,997,333	166,619,967.00
Castor Seeds	216,318	303,013.00
Brazil Nuts	not given	4,444,353.00
Cane Sugar	60,020,867	1,650,167.00
Miscellaneous	.....	1,114,728.00
7360	# 2,559,401,710	$402,413,319.00

COMMODITIES NOT ORIGINATING IN "COFFEE PORTS."

	Lbs.			
Sugar	60,020,867	$ 1,650,167.00		
Rubber	201,997,333	166,619,967.00		
Brazil Nuts		4,444,353.00		
	#262,018,200	$172,714,487.00	# 262,018,200	$172,714,487.00
			# 2,297,383,510	$229,698,832.00

TOTALS FROM COFFEE PORTS.

Percentage by weight of total—
Coffee—94 2/5%
" " value of total

Petitioner's Exhibit 263.—Lowry 1293. 7361

PRINCE LINE

Consolidation of statements of cargo carried from South and Mid Brazil ports to New York by all steamers serving this trade from 1908 to 1912 inclusive.

Figures taken from Petitioner's exhibits 208, 217, 229, 245, 247.

1908

Lines or Steamers	No. of Voyages	Bags Coffee	Tons Rubber	Tons other cargo
Lamport & Holt	44	*1,765,897	480	4,283
Prince Line	22	736,389	266	815
Hamburg (Joint Service)	21	664,264		239
Total conference lines		3,166,550	746	5,337
			Rubber	746
				6,083
Lloyd Brazileiro	36	739,231	No figures available	
Total coffee imported		3,905,781		

Percentage which coffee bears to total cargo carried by conference lines (tons)..... 97%

Percentage which coffee carried by conference lines bears to total of coffee carried by all steamers 81.2%

Percentage which coffee carried by Lloyd Brazileiro bears to coffee carried by all steamers 18.8%

* L. & H. Canning May 8
Camoens Apr. 16
omitted from L. & H. list.

7362 7363 7364

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7365

1909

Lines or Steamers	No. of Voyages	Bags Coffee	Tons Rubber	Tons other cargo
Lamport & Holt ⊙	47	1,890,509	689	6,351
Prince Line	20	1,095,362	173	2,773
Hamburg (Joint Service)	14	782,769		240
		3,768,640	862	9,364
			Rubber	862
				10,226
Lloyd Brazileiro *	31	454,520	No figures available	
Arbuckles' chartered steamers	2	68,965	No other cargo	
Lloyds Sabaudo # (re de Italia)	1	17,653	No other cargo	
Total coffee imported		4,309,778		

7366

7367

Percentage which coffee bears to total cargo carried by conference lines (tons) 95%

Percentage which coffee carried by conference lines bears to total of coffee carried by all steamers 87.4%

Percentage which coffee carried by Lloyd Brazileiro bears to coffee carried by all steamers..... 10.5%

Percentage which coffee carried by Arbuckle and Lloyds Sabaudo bears to coffee carried by all steamers 2.1%

7368

* Steamers omitted in Lloyds exhibit

Corn Exchange	Feb. 3	24,000
Celtic Princess	Feb. 19	9,000

\# No exhibit (verified from C. H. records)

⊙ Exhibit 208 L. & H. statement erroneously includes Steamer Tocantins May 26, 7500 bags. This went to Lloyd Brazileiro.

1910 7369

Lines or Steamers	No. of Voyages	Bags Coffee	Tons Rubber	Tons other cargo
Lamport & Holt	49*	1,191,281	632½	3,505
Prince Line	18	598,201	261	2,417
Hamburg (Joint service)	12	336,541		304
Total conference lines		2,126,023	893½	6,226
			Rubber	893½ 7370
				7,120
Lloyd Brazileiro	23	225,829	No figures available	
Arbuckles' chartered steamers	5	287,222	No other cargo	
Total coffee carried all steamers		2,639,074		

Percentage which coffee bears to total cargo carried by conference lines (tons)..... 94% 7371

Percentage which coffee carried by conference lines bears to total of coffee carried by all steamers 80.5%

Percentage which coffee carried by Lloyd Brazileiro bears to coffee carried by all steamers.... 8.5%

Percentage which coffee carried by Arbuckles' chartered steamers bears to coffee carried by all steamers 11%

* L. & H. Exhibit 208 omits:

Canning	Feb. 14	7372
Camoens	Feb. 28	
Tintoretto	Mar. 26	
Calderon	May 9	

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7373 1911

Lines or Steamers	No. of Voyages	Bags Coffee	Tons Rubber	Tons other cargo
Lamport & Holt	51*	1,303,201	350	3,672
Prince Line	22	824,278	260	4,795
Hamburg (Joint service)	13	238,985		578
Total conference lines		2,366,464	610	9,045
			Rubber	610
				9,655
Lloyd Brazileiro	26 #	206,964	No figures available	
Total coffee imported		2,573,428		

Percentage which coffee bears to total cargo carried by conference lines (tons)..... 94%

Percentage which coffee carried by conference lines bears to total of coffee carried by all steamers 92%

7375 Percentage which coffee carried by Lloyd Brazileiro bears to coffee carried by all steamers..... 8%

* L. & H. (Exhibit 208 omits Tintoretto Feb. 26)

\# C. H. records show 35 entries (total)

Omitted in Exhibit 245 of which all except the S.S. Brantwood were in ballast:

Brantwood	Feb. 11	Overdale	July 5
Tapajoz	Apr. 25	Evelyn	Aug. 2
Hughenden	Apr. 25	Euxinia	Oct. 20
3776 Isle of Lewes	May 19	Tapajoz	Nov. 16
Kilsyth	May 31		

1912 7377

Lines or Steamers	No. of Voyages	Bags Coffee	Tons Rubber	Tons other cargo
Lamport & Holt	42	1,217,689	579½	4,960
Prince Line	24	973,458	385	4,752
Hamburg (Joint service)	16	359,076		3,185
Total conference lines		2,550,223	964½	12,897
			Rubber	965
				13,862 7378
Lloyd Brazileiro	18*	289,408	No figures available	
Arbuckles' chartered steamers	2	136,882		
Total coffee imported		2,976,513		

Percentage which coffee bears to total cargo carried by conference lines (tons) 92.6%

Percentage which coffee carried by conference lines bears to total of coffee carried by all steamers 85.6% 7379

Percentage which coffee carried by Lloyd Brazileiro bears to coffee carried by all steamers 9.8%

Percentage which coffee carried by Arbuckles' chartered steamers bears to coffee carried by all steamers 4.6%

* C. H. Records show 22 entries, total. Omitted in exhibit 245.

Conde de Asdrubal	Aug.	8
Craigvar	Sept.	5
Lord Downshire	Oct.	11
Eastward	Dec.	11

7380

The last three were in ballast.

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Petitioner's Exhibit 264.—Lowry 1294.

Statement showing dates for which sailings were advertised and dates of sailings of steamers of Lamport & Holt, Prince and Hamburg American (Joint Service) Lines from May 1911 to May 1912.

Advertised dates and changes from files of the Journal of Commerce, dates departures from Petitioner's exhibit 212 and New York Maritime Register.

PRINCE LINE.

Name Steamer	Date of advertisement.	Date for which sailing advertised.	CHANGES. Date of change.	Date for which sailing is changed.	Sailed.
Chinese Prince	May 2/11	May 10/11			May 14/11
Austrian "	May 2/11	June 10	May 15/11		
Scottish "	May 2	May 25			May 25
Eastern "	May 2	June 25			June 25
Indian "	May 8	June 10			June 13
Siamese "	June 6	July 10	July 11	July 15	July 23
Asiatic "	June 6	July 25			July 27
Ocean "	June 25	Aug. 10			Aug. 13
Scottish "	July 11	Aug. 24			Aug. 31
African "	July 25	Sep. 10			Sep. 18
Eastern "	Aug. 6	Sep. 24	(Sep. 15	Sep. 25	
			(Oct. 8	Nov. 9	Nov. 15

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Chinese	Prince	Aug.	28	Oct.	10	Oct.	16	Oct.	15	Oct.	16
Indian	"	Sep.	4	Sep.	25					Sep.	26
Asiatic	"	Sep.	4/11	Oct.	25/11					Nov.	1
Afghan	"	Sep.	19	Nov.	9						
Scottish	"	Oct.	8	Nov.	25	Dec.	5	Nov.	30	Nov.	29
Ocean	"	Oct.	24	Dec.	10	(Dec.	26	Dec.	24		
						(Jan.	2	Dec.	31	Jan.	9
Siamese	"	Nov.	7	Dec.	10	Dec.	10	Dec.	14	Dec.	18
Indian	"	Nov.	7	Dec.	24					Jan.	11
Orange	"	Nov.	21	Jan.	10	(Jan.	16	Jan.	20		
						(Jan.	21	Jan.	25	Feb.	1
Asiatic	"	Dec.	10	Jan.	25	Jan.	21	Jan.	31		
						Feb.	6	Feb.	8	Feb.	12
Portuguese	"	Dec.	26	Feb.	10	(Jan.	21	Feb.	15		
						(Feb.	19	Feb.	25	Mar.	8
Eastern	"	Jan.	16/12	Feb.	25/12	Feb.	19/12	Mar.	25	*Mar.	8
Scottish	"	Feb.	6	Mar.	25					Mar.	28
African	"	Feb.	19	Apr.	10					Apr.	20
Indian	"	Feb.	19	Apr.	25					Apr.	30
Austrian	"	Mar.	29	Mar.	31					Apr.	8
Asiatic	"	Mar.	29	May	25						
Siamese	"	Apr.	24	May	10					May	15
Japanese	"	Apr.	21	May	10	Apr.	24	June	10		
Eastern	"	May	2	June	10						
Scottish	"	May	15	July	10						

* Sailed for River Plate ports only.

7388 7387 7386 7385

7392 7391 7390 7389

LAMPORT & HOLT LINE. CHANGES.

Name Steamer	Date of advertisement	Date for which sailing advertised	Date of change.	Date for which sailing is changed.	Sailed.
Byron	May 2/11	May 3/11			May 2/11
Vasari	May 2	May 20			May 18
Tennyson	May 2	June 4			June 4
Voltaire	May 2	June 20			June 20
Byron	May 8	July 3			July 2
Verdi	May 22	July 20			July 20
Tennyson	June 6	Aug. 3			Aug. 2
Vasari	June 25	Aug. 20			Aug. 20
Byron	July 11	Sept. 5			Sep. 4
Voltaire	July 25	Sep. 20			Sep. 19
Tennyson	Aug. 6	Oct. 5			Nov. 1
Verdi	Aug. 25	Oct. 19			Oct. 19
Byron	Sep. 11	Nov. 5	(Sep. 19 (Oct. 24	Nov. 4 Nov. 7	Nov. 8
Terence	Sep. 19	Oct. 1			Oct. 1
Vasari	Sep. 24	Nov. 20			Nov. 20
Voltaire	Oct. 24	Dec. 14			Dec. 13
Vestris	Oct. 24	Dec. 28			Dec. 27
Cervantes	Nov. 7	Dec. 5	Dec. 5	Dec. 10	Dec. 12

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Veronese	Nov. 12	Jan. 11/12				Wrecked
Verdi	Nov. 21	Jan. 25				Jan. 25/12
Byron	Nov. 21	Jan. 4	Dec. 10	Jan. 11/12		Jan. 11
Tennyson	Dec. 26/11	Feb. 8/12				Feb. 8
Highbury	Dec. 26	Jan. 16	Jan. 21/12	Jan. 21		Jan. 26
Vasari	Jan. 16/12	Feb. 22				Feb. 22
Germanicus	Jan. 16	Feb. 8	Jan. 29	Feb. 15		
Voltaire	Jan. 21	Mar. 8				Mar. 8
Vestris	Jan. 29	Mar. 22				Mar. 2
Horace	Feb. 6	Mar. 12	Mar. 12	Mar. 14		Mar. 15
Byron	Feb. 13	Apr. 5				Apr. 5
Wearside	Feb. 19	Feb. 26				Mar. 2
Vandyck	Feb. 26	Apr. 19				Apr. 19
Cavour	Meh. 5	Apr. 5	Mar. 26	Apr. 15		Apr. 26
Verdi	Mar. 12	May 3				May 3
Vasari	Mar. 26	May 17				May 17
Siddons	Mar. 29	Apr. 22	Apr. 21	Apr. 25		Apr. 25
Tennyson	Mar. 29	May 1	Apr. 21	May 10		May 13
Virgil	Apr. 21	June 10				

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HAMBURG AMERICAN LINE.

Name Steamer	Date of advertisement	Date for which sailing advertised	CHANGES. Date of change.	Date for which sailing is changed.	Sailed.
Nassovia	May 2/11	May 7/11			May 9/11
Wellgunde	May 2	May 15	May 15	May 20	May 24
Numantia	May 2	May 25	May 15	May 30	June 8
Woglinde	May 15	June 10	June 6	June 12	June 16
Santa Ursula	May 22	June 25	(June 6	June 30	
			(June 13	July 10	
			(July 11	July 13	July 13
Santa Rosa	June 13	July 25	July 11	Aug. 10	
			Aug. 15	Aug. 15	Aug. 16
Nassovia	July 18	Aug. 24	Aug. 22	Aug. 29	Sep. 6
Santa Teresa	July 18	Sep. 10	Aug. 22	Sep. 25	Sep. 25
Wellgunde	Aug. 15	Sep. 10			Sep. 14
Numantia	Aug. 22	Oct. 10	(Sep. 4	Oct. 25	
			(Oct. 26	Nov. 9	
			(Nov. 7	Nov. 11	
			(Nov. 12	Nov. 13	Nov. 16
					Oct. 11
Woglinde	Sep. 4	Oct. 10			
Santa Ursula	Sep. 19	Nov. 25	(Nov. 7	Dec. 1	
			(Dec. 5	Dec. 10	Dec. 16

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Christian X	Sep.	19	Nov.	9					
Nassovia	Oct.	2	Dec.	24	(Dec.	5	Dec.	20	
					(Dec.	26	Dec.	28	
					(Jan.	2/12	Jan.	2/12	Jan. 6/12
Santa Rosa	Oct.	16	Dec.	10	Nov.	7	Dec.	15	
					Dec.	5	Dec.	28	Dec. 31
Ceara Blanca	Jan.	9/12	Jan.	18/12					
Santa Teresa	Jan.	9	Feb.	10	(Feb.	6	Feb.	15	
					(Feb.	13	Feb.	19	Feb. 22
A steamer (Lord Erne)	Jan.	9	Jan.	25	Jan.	29	Feb.	1	
					Feb.	6	Feb.	8	Feb. 11
Numantia	Jan.	9	Feb.	25					Feb. 11
Valesia	Jan.	29	Feb.	25	(Feb.	6	Mar.	8	cleared Ham-
					(Mar.	12	Apr.	25	burg
					(Mar.	26	Apr.	26	Apr. 25
Macedonia	Feb.	6	Mar.	20	Feb.	26	Mar.	25	Mar. 25
Santa Barbara	Feb.	6	Apr.	10					Apr. 10
Christian X	Feb.	19	Mar.	8					Mar 8
Santa Rosa	Apr.	21	May	10					May 10
Theodore Wille	May	2	May	25	May	16	May	31	
Santa Teresa	May	13	June	10					
Sieglinde	May	16	June	25					

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7405 **Petitioner's Exhibit 265.—Bryan 1315.**

Copy.

Santos, 28th September, 1910.

Messrs. Zerrener Bulow and Co.

Agents for the Prince Line.

Santos.—

Gentlemen,

Please reserve room for (5000) Five Thousand bags of
7406 Coffee to be shipped by us to New York per s/s "Corsican Prince" at current rate of freight (without rebate); should your engagements for this Steamer be complete, please reserve room for the following Steamer, say "Eastern Prince" for similar quantity.

Your early confirmation by letter will oblige,

Yours very truly,

(Signed) pp Arbuckle & Co.,

S. T. Bryan.

7407 **Petitioner's Exhibit 266.—Bryan 1315.**

Copy

Santos, 28th September 1910.

Messrs. Zerrenner Bulow & Co.

Agents for the Prince Line.

Santos.—

Gentlemen,

The present serves to request you to reserve room for 5,000 (five thousand) bags of coffee to be shipped by us
7408 to New Orleans per s/s "Spanish Prince," at current rate of freight without rebate.

Your early confirmation by letter will oblige,

Yours very truly,

(Signed) pp Arbuckle & Co.,

S. T. Bryan.

Petitioner's Exhibit 267.—Bryan 1315. 7409

Copy

Santos, September 28th, 1910.

Messrs. F. S. Hampshire and Co. Ltd.

Agents for Lamport and Holt Line.

Santos.—

Gentlemen,

We hereby request you to reserve room for (5,000) Five Thousand bags of Coffee to be shipped by us to New Orleans, per s/s "Coronation" about 15th of October, at current rate of freight without rebate. 7410

Your early confirmation by letter, will oblige,

Yours very truly,

(Signed) pp Arbuckle & Co.

S. T. Bryan.

Petitioner's Exhibit 268.—Bryan 1318.

Copy

Santos, 30th September, 1910. 7411

Messrs. F. S. Hampshire and Co. Ltd.

Agents for Lamport and Holt Line.

Santos.

Gentlemen,

We await reply to our letter of the 28th inst: asking you to reserve freight room for October shipments.

Your early reply will oblige us as we have to inform New York what freight arrangements we can make for them.— 7412

Yours very truly,

(Signed) pp Arbuckle & Co.,

S. T. Bryan.

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7413 **Petitioner's Exhibit 269.—Bryan 1320.**

22nd July, 1911.

Messrs. Davidson, Pullen & Co.
Agents Prince Line
Present.

Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment, at regular rate of freight, per your S. S. "Indian Prince" sailing on the
7414 24th inst.

Please confirm reservation of space, and oblige

Yours truly,
Arbuckle & Co.,
pp S. T. Bryan.

Petitioner's Exhibit 270.—Bryan 1320.

22nd July 1911.

7415 Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt.
Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment at regular rate of freight, respectively per your S. S. "Bellasco" sailing on the 31st inst, and S. S. "Byron" sailing on the 3rd August.

7416 Please confirm reservation of space, and oblige

Yours truly,
Arbuckle & Co.,
pp S. T. Bryan.

Petitioner's Exhibit 271.—Bryan 1324. 7417

3rd July 1911.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line

Present.

Gentlemen,

We have five hundred bags of Coffee for New York and five hundred bags for New Orleans and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Eastern Prince" sailing on the 10th inst. and S. S. "Swedish Prince" sailing on the 19th inst. 7418

Please confirm reservation of space, and oblige

Yours truly,

Arbuckle & Co.,

pp S. T. Bryan.

Petitioner's Exhibit 272.—Bryan 1324.

3rd July 1911. 7419

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt

Present.

Gentlemen,

We have five hundred bags of Coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Homer" sailing on the 4th inst. and S. S. "Vasari" sailing on the 16th inst. 7420

Please confirm reservation of space, and oblige

Yours truly,

Arbuckle & Co.,

pp S. T. Bryan.

CUT OFF

7421 **Petitioner's Exhibit 273.—Bryan 1324.**

19th June 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt.
Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, re-
7422 spectively per your S. S. "Tintoretto" sailing on the 22nd inst., and S. S. "Tennyson" sailing on the 3rd prox.

Please confirm reservation of space, and oblige

Yours truly
pp Arbuckle & Co.,
S. T. Bryan.

Petitioner's Exhibit 274.—Bryan 1324.

Letter soliciting freight room for 500 bags Coffee for New York and five hundred bags for New Orleans, respec-
7423 tively per S. S. "Eastern Prince" sailing on the 10th inst. and S. S. "Swedish Prince" sailing on the 19th inst. was delivered by the undersigned this day at 12.20 p. m. to Mr. Taafe at the office of Messrs. Davidson, Pullen & Co., Ltd., Rua Quitanda 143.

Mr. Taafe's answer was;—"Delivered, many thanks."

Rio de Janeiro, 3rd July 1911.

Chas. U. Bechtinger.

Petitioner's Exhibit 275.—Bryan 1324.

7424 Letter soliciting freight room for 500 bags of Coffee for New Orleans and five hundred bags for New York, respectively per S. S. "Homer" sailing on the 4th inst. and S. S. "Vasari" sailing on the 16th inst. was delivered by the undersigned this day at 11.40 a. m. to Mr. Morrisy at the office of Messrs. Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Morrisy read the letter then handed it to Mr. Fletcher and said:—"It is delivered."

Rio de Janeiro, 3rd July 1911.

Chas. U. Bechtinger.

Petitioner's Exhibit 276.—Bryan 1324. 7425

20th April 1911.

Messrs. Norton, Megaw & Co., Ltd.,

Agents of Messrs. Lamport & Holt

Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Pruth" sailing on the 24th inst, and S. S. "Tennyson" sailing on the 3rd May. 7426

Please confirm reservation of space, and oblige

Yours truly,

pp Arbuckle & Co.,

S. T. Bryan.

Petitioner's Exhibit 277.—Bryan 1324.

28th April 1911.

7427

Messrs. Davidson, Pullen & Co.,

Agents Prince Line,

Present.

Gentlemen,

We have five hundred bags of coffee for New York and we hereby tender same for shipment, at regular rate of freight, per S. S. "African Prince" sailing on the 29th inst.

Please confirm reservation of space, and oblige

Yours truly,

pp Arbuckle & Co., 7428

S. T. Bryan.

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7429 **Petitioner's Exhibit 278.—Bryan 1325.**

10th May 1911.

Messrs. Norton, Megaw & Co., Ltd.,
Agents of Messrs. Lamport & Holt,
Present.

Gentlemen,

We have five hundred bags of coffee for New Orleans and five hundred bags for New York and we hereby tender
7430 same for shipment, at regular rate of freight, respectively per your S. S. "Chaucer" and S. S. "Voltaire" sailing on the 16th inst.

Please confirm reservation of space, and oblige

Yours truly,
pp Arbuckle & Co.,
S. T. Bryan.

Petitioner's Exhibit 279.—Bryan 1325.

12th May 1911.

7431 Messrs. Davidson, Pullen & Co.,
Agents Prince Line.
Present.

Gentlemen,

We have five hundred bags of coffee for New York and five hundred bags for New Orleans and we hereby tender same for shipment, at regular rate of freight, respectively per your S. S. "Scottish Prince" sailing on the 18th inst. and S. S. "Spanish Prince" sailing on the 25th inst.

7432 Please confirm reservation of space, and oblige

Yours truly,
pp Arbuckle & Co.,
S. T. Bryan.

Petitioner's Exhibit 280.—Bryan 1325.

Letter soliciting freight room for 500 bags coffee for New Orleans per S. S. "Chaucer" and 500 bags coffee for New York per S. S. "Voltaire", both steamers sailing on the 16th inst, was delivered by the undersigned this

day at 11.50 a. m. to Mr. Fletcher at the office of Messrs. 7433
Norton, Megaw & Co., Ltd., Rua Primeiro de Marco No. 112.

Mr. Fletcher's answer was— "It is delivered."

Rio de Janeiro, 10th May 1911.

Chas. W. Bechtinger.

Petitioner's Exhibit 281.—Bryan 1333.

Copy.

Santos, August 31st 1910. 7434

Messrs. F. S. Hampshire and Co. Ltd.

Agents for Lamport and Holt Line.

Santos.—

Gentlemen,

Please reserve room for 2,250 bags of Coffee to be shipped by us to New Orleans per s/s "Lincolnshire" at current rate of Freight—say 35cts. and 5% per bag (without rebate).

Your early confirmation of this will oblige, 7435

Yours truly,

Arbuckle & Co.,

(sgd) S. T. Bryan.

Petitioner's Exhibit 282.—Bryan 1333.

Copy.

Santos, August 30th, 1910.

Messrs. Zerrener, Bulow and Co.,

Agents for the Prince Line. 7436

Santos.—

Gentlemen,

Please reserve room for 2,250 bags of Coffee to be shipped by us to New Orleans per s/s "Crown Prince" at current rate of Freight—say 35 cts. and 5% per bag (without rebate)

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7437 Your early confirmation of this will oblige,

Yours truly,

Arbuckle & Co.,

(Sgd) S. T. Bryan.

Petitioner's Exhibit 283.—Gray 1362.

22nd June 1909.

Messrs. Davidson, Pullen & Co.,

Agents Prince Line.

7438 Present.

Gentlemen,

Are we to understand definitely that in accordance with verbal information previously given to the writer, that the Syndicate lines refuse to receive coffee which our house or our Agents in Brazil tender for shipment, to United States Ports at the current rate of freight and for steamers having available space at the time, unless we agree to ship only on steamers belonging to the Syn-
7439 dicate Lines; always excepting those carrying the Brazilian flag and having the same rate of freight at the time.

Kindly let us have your full reply by bearer as we wish to wire our New-York house, they having cabled us in regard to this matter.

Yours truly,

Petitioner's Exhibit 284.—Gray 1364.

22nd June 1909.

7440 Messrs. Norton, Megaw & Co., Ltd.,

Agents The Lamport & Holt Lines.

Present.

Gentlemen,

Are we to understand definitely that in accordance with verbal information previously given to the writer, that the Syndicate lines refuse to receive coffee which our house or our Agents in Brazil tender for shipment to United States Ports at the current rate of freight and

for steamers having available space at the time, unless 7441
we agree to ship only on steamers belonging to the Syndicate Lines; always excepting those carrying the Brazilian flag and having the same rate of freight at the time.

Kindly let us have your full reply by bearer as we wish to wire our New York house, they having cabled us in regard to this matter.

Yours truly,

Petitioner's Exhibit 317.—Farrell 1399.

RECAPITULATION. 7442

(CONFERENCE LINES)

A. Rio de Janeiro.
B. Santos.
C. Pernambuco.
D. Bahia.
E. Florianopolis.
F. Rio Grande do Sul.
G. Porto Alegre.
H. Pelotas. 7443
I. Sao Francisco do Sul.
J. Paranagua.

April 23rd, 1913.

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Petitioner's Exhibit 317-A.—Farrell 1399.

7447

RIO DE JANEIRO.
(CONFERENCE LINES)

Sheet No. 1.

1908

7448

JANUARY	MARCH	APRIL	MAY	JUNE
Rails				
Pipe				
Barb Wire		$6.00 Ld 4.00 FFA		
Nails				
Tin Plate				7.20 Ld
Sheets				
Wheels				
Bars & Plates				
Structural up to 30 ft.	6.00		4.50 FFA 6.00 FFA .15 cu. ft.	6.50
Reinforcement				
Poles up to 3 ft.		4.00 FFA		
Fencing				
Plain Wire				
Copper Wire				
Hoop Iron				
Galv. Iron				
Pig Iron				
Ridgings				
Fastenings				

April 23, 1913

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RIO DE JANEIRO
(CONFERENCE LINES)
1908

	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER
Rails	6.00 Ld	3.65 FFA 4.00 FFA	7.50 Ld		
Pipe					
Barb Wire		4.00 FFA		4.00	4.00FFA
Nails					
Tinplate					
Sheets					
Wheels	7.60 8.00 FFA				
Bars & Plates					
Structural up to 30 ft.					
Reinforcement					
Poles up to 30 ft.		6.00 FFA 6.50 FFA			
Fencing					
Plain Wire					
Copper Wire					
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					
Fastenings	6.00 Ld				

April 23, 1913.

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PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES)
1909

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	DEC.
		$3.50 FFA	$4.00 FFA				$3.00 FFA
Rails		8.40 Ld				3.50 FFA	
Pipe		6.00 Ld		3.50			
Barb Wire	4.00 FFA	4.00 FFA					
Nails							
Tin Plate			6.50 FFA		3.50 FFA		
Sheets			6.40 Ld				
			8.40 Ld				
Wheels							
Bars & Plates							
Structural up to 30 ft.							
Reinforcement							
Poles up to 30 ft.			6.00 Ld				
Fencing							
Plain Wire		4.00 FFA					
Fastenings		3.50 FFA	4.00 FFA			3.50 FFA	
Copper Wire							
Hoop Iron							
Galv. Iron							
Pig Iron							
Ridgings							

April 23, 1913.

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PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES) Sheet No. 1.
1910

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Rails			$3.25 FFA			
Pipe			3.00 FFA			
Barb Wire	3.60 FFA		3.60 FFA	5.40 Ld		
Nails	3.60 FFA					
Tinplate						
Sheets	3.60 FFA					3.60 FFA
Wheels						
Bars & Plates	3.60 FFA					5.40 Ld
Structural up to 30 ft.	3.60 FFA			3.60 FFA		
Reinforcement						
Poles up to 30 ft.		5.40 Ld			3.60	
Fencing						
Plain Wire	3.60 FFA					
Copper Wire						
Hoop Iron						
Galv. Iron						
Pig Iron						
Ridgings						
Fastenings			3.00 FFA			

April 23, 1913.

7460 7459 7458 7457

7464 7463 7462 7461

PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES) Sheet No. 2:
1910.

	AUGUST.	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Pipe		$3.60 FFA	$4.80 FFA		
Rails				4.25 FFA	4.25
Barb Wire			4.80 FFA	3.60 FFA	
Nails			4.80 FFA		
Tinplate		4.80 FFA	4.80 FFA		
Sheets			4.80 FFA		
Wheels			4.80 FFA		4.80 FFA
Bars & Plates			4.80 FFA		
Structural up to 30 ft.	4.50 FFA		4.80 FFA		
Reinforcement	10½c cu ft FFA.		4.80 FFA		
Poles up to 30 ft.			4.80 FFA		
Fencing			4.80 FFA		
Plain Wire					10.00 Ld
Copper Wire					
Fastenings					
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					

April 23, 1913

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PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES) Sheet No. 1.
1911

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Rails			4.25 FFA			
			4.20		4.80	7.80 Ld
Pipe						7.80
Barb Wire			4.80 FFA	6.00 FFA		4.80 FFA
Nails				6.00 "		
Tinplate			4.80 FFA	8.40 Ld		
Sheets				6.00 FFA		
Wheels						
Bars & Plates	7.80 Ld			6.00 FFA		7.80 Ld
Structural			4.50	6.00 FFA		
Reinforcement						
Poles up to 30 ft.			4.80 FFA			
Fencing						
Plain Wire	7.80 Ld		6.60 Ld	6.00 FFA		
Copper Wire		6.00 FFA				10.20 Ld
Fastenings			4.80 FFA			
Hoop Iron						
Galv. Iron						
Pig Iron						
Ridgings						
April 23, 1913						
	7468	7467		7466		7465

PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES)
1911

	JULY	AUGUST	SEPTEMBER	OCTOBER	Nov.	DEC.
Rails	4.80				7.80 Ld	4.80 FFA
						22/6 FFA
						9.00 Ld
Pipe						6.00 FFA
						6.00 FFA
Barb Wire						4.80 FFA
						9.00 Ld
						10.20 Ld
Tinplate	5.40 FFA		8.40 Ld			4.80 FFA
						7.80 Ld
					4.80 FFA	10.20 Ld
Sheets	7.80 Ld		4.80 FFA			4.80 FFA
Wheels					7.80 Ld	5.40 FFA
Bars & Plates	7.80 Ld		4.80 FFA			4.80 FFA
						7.80 Ld
						5.40 FFA
Structural			4.80			7.80 Ld
						11.40 Ld
Reinforcement		.12½ cu ft. FFA		.12½ cu. ft. FFA		
Poles up to 30 ft.		5.40 FFA			4.80 FFA	5.40 FFA
						7.80 Ld
						9.60 Ld
Fencing					7.80 Ld	4.80 FFA
Plain Wire			4.80 FFA			9.00 Ld
						6.00 FFA
						10.20 Ld
Copper Wire						15.00 Ld
					7.80 Ld	7.80 Ld
Fastenings						9.00 Ld
						6.00 FFA

PETITIONER'S EXHIBITS.

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(CONFERENCE LINES) Sheet No. 1.

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(Conference Lines) Sheet No. 1.

1912

	January	February	March	April	May	June
Rails	5.40 FFA	25/-FFA				25/-
Pipe		$9.00 Ld	$6.00 FFA		$6.00 FFA	
			9.00 Ld			
Barb Wire	6.00 FFA	6.00 FFA	6.00 FFA			6.00 FFA
			9.00 Ld			7.20 Ld
Nails			7.80 Ld			4.80 FFA
			4.80 FFA			6.00 Ld
Tin Plate	7.20 FFA		7.20 FFA		7.20 FFA	7.20 FFA
			10.20 Ld			8.40 Ld
Sheets	5.40 FFA	5.40 FFA	6.00 FFA		7.20 FFA	7.20 FFA
		6.00 FFA	7.20 FFA			6.00 FFA
			10.20 Ld			
Wheels						
Bars-plates & Angles	5.40 FFA	5.40 FFA	7.80 Ld		5.40 FFA	5.40 FFA
			5.40 FFA			6.00 Ld
Structural up to 30 ft & 2 tons.	5.40 FFA	7.80 Ld	7.80 Ld		7.80 Ld	5.40 FFA
			5.40 FFA			6.00 Ld
Reinforcement	6.60 FFA		11.40 Ld			9.00 FFA
			9.00 FFA			9.60 Ld
Poles up to 30 ft	5.40 FFA	5.40 FFA	7.80 Ld			5.40 FFA
			5.40 FFA			6.00 Ld
Copper Wire			15.00 Ld	$15.00 Ld	8.00 FFA	12.60 FFA
			12.60 FFA			13.20 Ld
Fencing	9.60 Ld		9.60 Ld			7.20 FFA
			7.20 FFA			7.80 Ld
Plain Wire	6.00 FFA		6.00 FFA		6.00 FFA	6.00 FFA
			9.00 Ld			7.20 Ld
Hoop Iron						
Galv. Iron						

April 23, 1913

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PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES) Sheet No. 2.
1912.

7479

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
						$9.60 Ld
			$11.40 Ld			8.40 FFA
			8.40 FFA			
			when			
			shipped			
			alone.			
						10.80 Ld
Fastenings	$5.40 FFA					9.60 FFA

7480

Ridgings

Pig Iron
April 23, 1913

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(Conference Lines) Sheet No. 3

1912

	July	August	September	October
Rails			30/—FFA	$8.40 FFA
				30/– FFA
Pipe	$6.60 FFA		$10.20 Ld	
			7.20 FFA	
Barb Wire			6.00 FFA	6.00 Ld
			7.20 FFA	6.00 FFA
			10.20 Ld	
Nails			10.20 Ld	
			7.20 FFA	
Tinplate	7.20 FFA		7.20 FFA	7.20 FFA
			11.40 Ld	
			8.40 FFA	
Sheets			7.20 FFA	10.20 Ld
			11.40 Ld	7.20 FFA
			8.40 FFA	
Wheels				
Bars-Plates-Angles		$7.80 Ld	7.80	7.80 Ld
			5.40 FFA	5.40 FFA
			9.60 Ld	
			7.20 FFA	
Structural up to			9.60 Ld	
30 ft & 2 tons.			7.20 FFA	
Reinforcement	9.60 Ld		12.60 Ld	
			10.20 FFA	
Poles up to	5.40 FFA		9.60 Ld	6.00 Ld
30 ft			7.20 FFA	7.20 FFA
Copper Wire	15.00 Ld		15.00 Ld	
			16.20 Ld	
			13.80 FFA	
Fencing			10.80 Ld	
April 23, 1913			8.40 FFA	

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PETITIONER'S EXHIBIT #317-A (Contd)
Sheet No. 3 Contd.

	NOVEMBER	DECEMBER
Rails		30/— FFA
Pipe		$10.20 Ld
		7.20 FFA
Barb Wire	$7.20	10.20 Ld
		7.20 FFA
Nails		10.20 Ld
		7.20 FFA
Tinplate	10.20 Ld	11.40 Ld
		8.40 FFA
Sheets	7.20 FFA	7.20 FFA
		11.40 Ld
		8.40 FFA
Wheels		
Bars-Plates-Angles		5.40 FFA
		7.20 FFA
		9.60 Ld
Structural up to	9.60 Ld	9.60 Ld
30 ft & 2 tons.		7.20 FFA
Reinforcement		12.80 Ld
		12.60 Ld
		10.20 FFA
Poles up to		9.60 Ld
30 ft.		7.20 FFA
Copper Wire	16.20 Ld	16.20 Ld
		13.80 FFA
Fencing		10.80 Ld
		8.40 FFA

April 23, 1913

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PETITIONER'S EXHIBIT #317-A (Contd)
RIO DE JANEIRO
(CONFERENCE LINES) Sheet No. 4.
1912

	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Plain Wire	$7.20 FFA		$6.00 FFA 10.20 Ld 7.20 FFA	$6.00 FFA 7.20 FFA		$10.20 Ld 7.20 FFA
Hoop Iron Galv. Iron Fastenings			12.60 Ld 9.60 FFA	8.40 FFA	$11.90 FFA	30/– $12.60 Ld 9.60 FFA Alone
Pig Iron April 23, 1913.						

7492 7491 7490 7489

7496 7495 7494 7493

Petitioner's Exhibit No. 317-B.—Farrell 1399.

SANTOS.
(CONFERENCE LINES)
1908

	JANUARY	FEBRUARY	MARCH	APRIL	MAY
Rails					4.00 4.50
Pipe		4.00			
Barb Wire					
Nails					
Tin Plate					
Sheets					
Wheels					
Bars & Plates Angles					
Structural		4.00 4.25 5.75			
Reinforcement				15c cu. ft.	
Poles up to 30′					
Fencing					
Plain Wire	4.00 Ld				
Copper Wire					
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					
Fastenings					4.00 4.50
Piling			5.00 4.00		

April 23, 1913

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PETITIONER'S EXHIBIT #317-B (Contd)

	JUNE	JULY	AUGUST
Rails			
Pipe			
Barb Wire			6.00 Ld
			5.00 Ld
Nails			
Tinplate			
Sheets			
Wheels			
Bars & Plates Angles			
Structural			
Reinforcement	6.00 Ld		
	7.20 Ld		
Poles up to 30′			8.00 Ld
Fencing			
Plain Wire			
Copper Wire			
Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings			
Piling		4.00 Ld	

7504 7503 7502 7501

PETITIONER'S EXHIBIT #317-B (Contd)
SANTOS
(CONFERENCE LINES)
1909.

	JANUARY	FEBRUARY	MARCH	APRIL
Rails	3.50			
Pipe up to 4"		6.00 7.00 Ld		
Barb Wire	4.00		4.00	3.50
Nails				
Tinplate				
Sheets				
Wheels			8.40 Ld	
Bars & Plates Angles				
Structural			6.00	
Reinforcement				
Poles up to 30'				
Fencing				
Plain Wire				
Copper Wire				
Hoop Iron				
Galv. Iron	6.00 Ld			
Pig Iron				
Ridgings				
Fastenings	3.50 Ld			

April 23, 1913

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PETITIONER'S EXHIBIT #317-B (Contd)

	MAY	JUNE	JULY
Rails		3.50 Ld	3.50 Ld
Pipe up to 4"	4.00 Ld		
Barb Wire			
Nails			
Tinplate			
Sheets			
Wheels			
Bars & Plates Angles			
Structural			
Reinforcement			
Poles up to 30'			
Fencing			
Plain Wire			
Copper Wire			
Hoop Iron			
Galv. Iron	6.50 Ld		
Pig Iron			
Ridgings			
Fastenings		3.50 Ld	

April 23, 1913

PETITIONER'S EXHIBIT #317-B (Contd)

SANTOS

(CONFERENCE LINES)

1910.

	JANUARY	MARCH	MAY	OCTOBER	NOVEMBER
Rails	3.00	3.25 Ld 3.00 3.50 Ld.	3.25	4.80	20/–
Pipe up to 4"		4.20 Ld		6.00 FFA	
Barb Wire	4.20			6.00 FFA	
Nails	4.20			6.00 FFA	
Tinplate				6.00 FFA	
Sheets	4.20			6.00 FFA	
Wheels				6.00 FFA	
Bars & Plates Angles	4.20			6.00 FFA	
Structural	4.20			6.00 FFA	
Reinforcement					
Poles up to 30'			4.20 FFA	6.00 FFA	
Fencing					
Plain Wire	4.20			6.00 FFA	
Copper Wire					
Hoop Iron				6.00 FFA	
Galv. Iron				6.00 FFA	
Pig Iron					
Ridgings					
Fastenings			3.25		
Piling		4.20			

April 23, 1913

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PETITIONER'S EXHIBIT #317-B (Contd)

SANTOS

(CONFERENCE LINES)

1911.

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Rails	4.00					
	4.45					
Pipe			5.40	4.80		4.80 Ld
Barb Wire	6.00 Ld					
Nails						
Tinplate						6.60
Sheets						
Wheels						
Bars & Plates Angles						
Structural up to 30′						6.60
Reinforcement						
Poles	6.00					
Fencing						
Plain Wire		6.00				
Copper Wire		7.00			7.50	
Hoop Iron						
Galv. Iron						
Pig Iron						
Ridgings						
Fastenings	6.00 Ld	4.00				
	4.00					

April 23, 1913

7516 7515 7514 7513

7520 7519 7518 7517

PETITIONER'S EXHIBIT #317-B (Contd)
Sheet No. 2.

SANTOS
(CONFERENCE LINES)
1911

	JULY	AUGUST	SEPTEMBER
Rails	4.80	4.80	4.80
Pipe			
Barb Wire		6.00	6.00
Nails			
Tinplate			
Sheets			
Wheels			
Bars & Plates Angles			
Structural up to 30′			
Reinforcement		6.00	
Poles	6.00	6.00	
Fencing			
Plain Wire			
Copper Wire			7.50
Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings		4.80	4.80

April 23, 1913

PETITIONER'S EXHIBIT #317-B (Contd)

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PETITIONER'S EXHIBIT #317-B (Contd)
SANTOS.
(CONFERENCE LINES)

	OCTOBER	NOVEMBER	DECEMBER
Rails		6.00	6.00 Ld
Pipe			6.60 Ld
Barb Wire			7.20 Ld
Nails			6.00 Ld
Tinplate			6.60
			8.40 Ld
Sheets			8.40 Ld
Wheels			
Bars & Plates Angles			6.00 Ld
Structural up to 30′			6.00 Ld
Reinforcement	15c cu ft		9.60 Ld
Poles			6.00 Ld
Fencing			7.80 Ld
Plain Wire		6.00	6.00
			7.20 Ld
Copper Wire			8.00
			13.20 Ld
Hoop Iron			6.00 Ld
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings		6.00	6.00
			7.20 Ld
			When shipped alone

April 23, 1913

7524 7523 7522 7521

7525 7526 7527 7528

PETITIONER'S EXHIBIT #317-B (Contd)

SANTOS.

(CONFERENCE LINES)

1912

	JANUARY	FEBRUARY	MARCH
Rails	6.00 Ld	27/6	
Pipe up to 4"		6.60	6.60 Ld
Barb Wire	7.40 Ld	7.20 Ld	7.20 Ld
	7.20 Ld		
Nails			6.00 Ld
Tin Plate	8.40 Ld		8.40 Ld
Sheets	6.00 Ld		6.00
			8.40 Ld
Wheels			
Bars & Plates			
Angles	6.00 Ld		6.00 Ld
Structural up to 30'	6.00 Ld		6.00 Ld
Reinforcement			9.60 Ld
Poles up to 30'	6.00 Ld		6.00 Ld
Fencing	7.80 Ld		7.80 Ld
Plain Wire	7.20 Ld	7.20 Ld	7.20 Ld
Copper Wire	13.20 Ld	13.20 Ld	13.20 Ld
Hoop Iron			6.00 Ld
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings			9.60 Ld

April 23, 1913

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PETITIONER'S EXHIBIT #317-B (Contd)

SANTOS.

(CONFERENCE LINES)

	APRIL	MAY	JUNE
Rails	27/6		27/6
Pipe up to 4"			
Barb Wire		7.20 Ld	7.20 Ld
Nails			6.00 Ld
Tin Plate	8.40 Ld		8.40 Ld
Sheets	8.40 Ld		8.40 Ld
Wheels			
Bars & Plates Angles			6.00 Ld
Structural up to 30'			6.00 Ld
Reinforcement			9.60 Ld
Poles up to 30'		7.20 Ld	6.00 Ld
Fencing			7.80 Ld
Plain Wire	7.20 Ld	7.20 Ld	7.20 Ld
Copper Wire	13.20 Ld		13.20 Ld
Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			10.80 Ld
Fastenings			27/6
			9.60 Ld

April 23, 1913

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PETITIONER'S EXHIBIT #317-B (Contd)
Sheet No. 2.

SANTOS.
(CONFERENCE LINES)
1912.

	JULY	AUGUST	SEPTEMBER
Rails		32/6	
Pipe up to 4"			7.80 Ld
Barb Wire	7.20		8.40 Ld
Nails			7.20 Ld
Tin Plate			8.40 Ld
Sheets	8.40 Ld		8.40 Ld
			9.60 Ld
Wheels			7.20 Ld
Bars & Plates Angles			6.00 Ld
Structural up to 30'			7.20 Ld
			10.80 Ld
Reinforcement			6.00 Ld
Poles up to 30'			7.20 Ld
			9.00 Ld
Fencing			7.20 Ld
			8.40 Ld
Plain Wire			13.20 Ld
Copper Wire	13.20 Ld		14.40 Ld
Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings	9.60 Ld	32/6	10.80 Ld
			alone
Pilings			6.00 Ld

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SANTOS.

(CONFERENCE LINES) Sheet No. 2 (Contd)

	OCTOBER	NOVEMBER	DECEMBER
Rails	27/6	32/6 Ld 37/6 Ld	32/6
Pipe up to 4″			9.00 Ld
Barb Wire	7.20 Ld		8.40 Ld 9.60 Ld
Nails			8.40 Ld
Tin Plate			8.40 Ld 9.60 Ld 10.80 Ld
Sheets			10.80 Ld
Wheels			
Bars & Plates Angles			8.40 Ld
Structural up to 30′	6.00 Ld		8.40 Ld
Reinforcement			12.00 Ld
Poles up to 30′	6.00 Ld		8.40 Ld
Fencing			10.20 Ld
Plain Wire			8.40 Ld 9.60 Ld
Copper Wire	14.40 Ld		15.60 Ld
Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings		32/6 13.10 Ld	12.00 Ld alone
Piling			

April 23, 1913

7540 7539 7538 7537

7541

7542

Petitioner's Exhibit 317-C.—Farrell 1399.

7543

PERNAMBUCO
(CONFERENCE LINES)
1908

	MARCH	APRIL	MAY	JUNE	AUGUST	NOVEMBER
Rails				4.00 FFA	4.00 FFA	
Fastenings					4.00 FFA	
Pipe						8.40 Ld
Barb Wire	4.00 FFA		6.00			
Rails						
Tin Plate						
Sheets						
Wheels						
Bars & Plates						
Structural up to 30'						
Reinforcement		15c cu ft.				
Poles up to 30'						
Fencing						
Plain Wire						
Copper Wire						
Galv. Iron						
Hoop Iron						
Piling						
Pig Iron						

7544

April 23, 1913

Petitioner's Ex. 317-C (Con't).

PERNAMBUCO

(CONFERENCE LINES)

1909

	FEBRUARY	MARCH
Rails		
Fastenings		
Pipe	8.40 Ld	
Barb Wire	4.00 FFA	6.00 Ld.
Nails		
Tin Plate		
Sheets		
Wheels		8.40 Ld.
Bars & Plates		
Structural	6.50 FFA	
	7.20 FFA	
Reinforcement		
Poles		
Fencing		
Plain Wire	4.00 FFA	
Copper Wire		
Galv. Iron		
Hoop Iron		
Piling		

April 23, 1913.

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Petitioner's Ex. #317-C Continued.

PERNAMBUCO
(CONFERENCE LINES)
1910

	JANUARY	FEBRUARY	MARCH	APRIL	JULY	OCTOBER
Rails				$3.00 FFA		
Pipe		$4.00				
Barb Wire	$4.00 FFA		$5.60 Ld	$5.80 Ld	5.80 Ld.	
Nails	$4.00 FFA					$6.60 Ld
Tin Plate						
Sheets	$4.00 FFA					
Wheels						
Bars, Plates and Angles.	$4.00 FFA					
Structural	$4.00 FFA					
Reinforcement						
Poles						
Fencing						
Plain Wire	$4.00 FFA					
Copper Wire						
Hoop Iron						
Galv. Iron						
Pig Iron						
Ridgings				$3.00 FFA		
Fastenings						

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Petitioner's Ex. #317-C (Cont'd)

PERNAMBUCO

(CONFERENCE LINES)

1911

	APRIL	MAY	JULY	AUGUST	SEPTEMBER	OCTOBER
Rails	4.80	4.80		4.80 FFA		
Fastenings				4.80 FFA	6.60 Ld	
Pipe						
Barb Wire	4.80 FFA	6.60 Ld.				
Nails						
Tin Plate			5.40 FFA			
Sheets	4.80 FFA					
Wheels						
Bars & Plates	4.80 FFA					
Structural	4.80 FFA					.12½ cu. ft. FFA
Reinforcement						
Poles						
Fencing	4.80 FFA					
Plain Wire						
Copper Wire						
Galv. Iron						
Hoop Iron						
Piling						

April 23, 1913.

7556 7555 7554 7553

PETITIONER'S EX. #317-C (Cont'd)

PERNAMBUCO (Sheet No. 2)

(CONFERENCE LINES)

1911

	NOVEMBER	DECEMBER
Rails		
Fastenings		
Pipe		7.20 Ld
Barb Wire	6.60 Ld	6.60 Ld.
	4.80 FFA	8.40 Ld.
Nails		10.80 Ld.
Tin Plate		10.80 Ld.
Sheets		9.60 Ld.
Wheels		
Bars & Plates	6.60 Ld.	10.80 Ld.
Structural		9.60 Ld.
Reinforcement		9.60 Ld.
Poles		9.60 Ld.
Fencing		7.80 Ld.
Plain Wire		9.60 Ld.
Copper Wire		13.20 Ld.
Galv. Iron		
Hoop Iron		
Piling		

		9.00 FFA		
		When alone		
Pipe		8.40 Ld.		
		7.20 FFA		8.40 Ld.
Barb Wire		8.40 Ld.	9.60 Ld.	
		9.60 Ld.		
Nails		12.00 Ld.		
		10.80 FFA		
Tin Plate		10.80 Ld.	10.80 Ld.	
			10.20 FFA	
Sheets		10.80 Ld.		
		9.60 FFA		
Wheels				
Bars & Plates		9.60 Ld.		
		9.00 FFA		
Structural		9.60 Ld.		
up to 30 ft.		9.00 FFA		
Reinforcement		10.80 Ld.		
		9.60 FFa		
Poles—up to 30 ft.		9.60 Ld.		
		8.40 FFA		
Fencing	7.80 Ld	9.00 Ld.		
		7.80 FFa		
Plain Wire		9.60 Ld.		10.80 Ld
Copper Wire		14.40 Ld		
		13.20 FFA		
Galv. Iron				
Hoop Iron				
Piling				
April 23, 1913.				
	7564	7563	7562	7561

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Petitioner's Ex. #317-C (Cont'd).

PERNAMBUCO (Sheet No. 2)

(CONFERENCE LINES)

1912

	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Rails	30/—		40/-FFA 35/-FFA	40/— FFA 35/— FFA	35/— FFA
Fastenings		12.00 Ld. 10.20 FFA Alone			35/— FFA 12.00 Ld. 10.20 FFA--Alone
Pipe	7.20 FFA	9.60 Ld. 8.40 FFA			9.60 Ld. 8.40 FFA
Barb Wire		9.60 FFA 10.80 Ld.		10.80 Ld.	10.80 Ld. 9.60 FFA
Nails		13.20 Ld. 12.00 FFA			13.20 Ld. 12.00 FFA
Tin Plate		12.00 Ld. 11.40 FFA		12.00	11.40 FFA 12.00 Ld.
Sheets	9.60 FFA	12.00 Ld. 10.80 FFA			10.00 FFA 12.00 Ld.
Wheels Bars & Plates		12.00 Ld. 11.40 FFA			10.80 FFA 10.20 FFA
Structural up to 30 ft.	9.00 FFA	10.20 FFA 10.80 Ld.			10.20 FFA 10.80 Ld.
Reinforcement		12.00 Ld. 10.80 FFA			12.00 Ld. 10.80 FFA
Poles—up to 30 ft.		10.80 Ld. 9.60 FFA			10.80 Ld. 9.60 FFA
Fencing		10.20 Ld. 9.00 FFA			10.20 Ld. 9.00 FFA
Plain Wire		12.00 Ld. 10.80 Ld.			12.00 Ld. 10.80 FFA
Copper Wire		15.60 Ld. 14.40 FFA			15.60 Ld. 14.40 FFA

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Petitioner's Exhibit No. 317-D.—Farrell 1399. 7569

BAHIA.
(CONFERENCE LINES)
1908

	MARCH	APRIL	JULY	AUGUST	NOVEMBER
Rails	4.00 FFA				
Fastenings	4.00 "				10.00
Pipe					
Barb Wire			4.00 FFA	6.00 Ld 4.00 FFA	
Nails					7570
Tinplate					
Sheets					
Wheels					
Bars Plates)					
Angles)					
Structural					
Reinforcement		19½c cu ft			
Poles					
Fencing					
Plain Wire					7571
Copper Wire					
Hoop Iron					
Galv. Iron					
Ridging					
April 23/13					

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7573 PETITIONER'S EXHIBIT #317-D (Contd)

BAHIA

(CONFERENCE LINES)

1909

	FEBRUARY	MARCH	APRIL	MAY	JUNE
Rails				4.00 FFA	
Fastenings			4.00 FFA	4.00 FFA	
Pipe	10.20 Ld				
Barb Wire					4.00 FFA
Nails					
7574 Tinplate					
Sheets					
Wheels		10.20 Ld			
Bars Plates)					
Angles)					
Structural					
Reinforcement					
Poles					
Fencing					
Plain Wire					
7575 Copper Wire					
Hoop Iron					
Galv. Iron					
Ridgings					

April 23, 1913

7576

PETITIONER'S EXHIBIT #317-D (Contd) 7577

BAHIA.

(CONFERENCE LINES)

1910

	JANUARY	MARCH	APRIL	JUNE
Rails				
Fastenings		4.80 FFA		4.80 FFA
Pipe				
Barb Wire	4.80 FFA	6.60 Ld	6.60 Ld	
Nails	4.80 "			
Tin Plate				7578
Sheets	4.80 "			
Wheels				
Bars Plates)				
Angles)	4.80 "			
Structural	4.80 "			
Reinforcement				
Poles				
Fencing				
Plain Wire	4.80 "			
Copper Wire				7579
Hoop Iron				
Galv. Iron				
Ridging				

April 23, 1913

	AUGUST	OCTOBER	NOVEMBER	DECEMBER
Rails		6.00	25/	25/
		5.00 FFA		
Fastenings		6.00 "		7580
Pipe				
Barb Wire		6.00 "		7.80
Nails		6.00 "		
Tinplate		6.00 "		
Sheets		6.00 "		
Wheels		6.00 "		

7581 PETITIONER'S EXHIBIT #317-D (Contd)

BAHIA.

(CONFERENCE LINES) Sheet #2

1910

	Bars Plates) Angles)		6.00 FFA
	Structural	4.80 FFA	6.00 "
	Reinforcement		6.00 "
	Poles		6.00 "
	Fencing		6.00 "
7582	Plain Wire		6.00 "
	Copper Wire		6.00 "
	Hoop Wire		6.00 "
	Galv. Iron		6.00 "
	Ridging		6.00 "

April 23, 1913

BAHIA.

(CONFERENCE LINES)

1911 (Page 1)

		MARCH	APRIL	MAY	AUGUST
7583	Rails		5.40 FFA		
	Pipe				
	Barb Wire	$7.80 Ld	$6.00 FFA	$9.00 Ld	
	Nails				
	Tinplate				
	Sheets				
	Wheels				
	Bars Plates and Angles				
	Structural				
	Reinforcement				$6.00
7584	Poles				
	Fencing				
	Plain Wire				
	Copper Wire				
	Hoop Iron				
	Galv. Iron	$7.80			
	Pig Iron				
	Ridgings				
	Fastenings		$6.00 FFA $7.80 Ld		

April 23, 1913

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PETITIONER'S EXHIBIT #317-D (Contd)
BAHIA.
(CONFERENCE LINES)
1911 (Page 2d)

	OCTOBER	NOVEMBER	DECEMBER
ails	$5.40 FFA		$5.40 FFA $6.00 FFA $10.20 Ld
ipe arb Wire	$6.00 FFA	$6.00 FFA	$7.20 FFA $10.20 Ld
ails	$6.00 FFA		$9.00 Ld $11.40 Ld
inplate heets	$6.00 FFA		$6.60 FFA $11.40 Ld
heels ars, Angles and lates	$6.00 FFA		$6.60 FFA $9.00 Ld
tructural	$6.00 FFA	$9.00 Ld	$6.00 $9.00 Ld $6.60 FFA
einforcement		15c cu ft FFA	$12.60 Ld
oles			$6.60 FFA $9.00 Ld $10.80 Ld
encing lain Wire	$6.00 FFA		$7.20 FFA $10.20 Ld $16.20 Ld
opper Wire loop Iron alv. Iron ig Iron idgings			
astenings	$5.40 FFA		$5.40 FFA $10.20 Ld when shipped alone.

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7588

April 23, 1913

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PETITIONER'S EXHIBIT #317-D (Contd)

BAHIA.

(CONFERENCE LINES)

1912

	JANUARY	FEBRUARY	MARCH	APRIL	J
Rails				30/–FFA	
Fastenings			12.60 Ld	9.00 Ld	12.6
			9.60 FFA		9.6
Pipe			10.20 Ld		
			7.20 FFA		
Barb Wire	7.20 FFA	7.20 FFA	10.20 Ld	7.20 FFA	10.2
7590			7.20 FFA		7.2
Nails			9.00 Ld		9.0
			6.00 FFA		6.0
Tinplate			11.40 Ld		11.4
			8.40 FFA		8.4
Sheets	6.60 FFA		11.40 Ld		11.4
			8.40 FFA		8.4
Wheels					
Bars Plates)	6.60 FFA		9.00 Ld		9.0
Angles)			6.00 FFA		6.0
7591 Structural	6.60 FFA		9.00 Ld		9.0
			6.00 FFA		6.0
Reinforcement			12.60 Ld		12.6
			9.60 FFA		9.6
Poles	6.60 FFA		9.00 Ld		9.0
			6.00 FFA		6.0
Fencing			10.80 Ld		10.8
			7.80 FFA		7.8
Plain Wire	7.20 FFA		10.20 Ld		10.2
			7.20 FFA		7.2
7592 Copper Wire			16.20 Ld		16.2
			13.20 FFA		13.2
Hoop Iron					9.0
					6.0
Galv. Iron					
Ridging					13.8
April 23, 1913					10.8

COPY BOUND

PETITIONER'S EXHIBIT #317-D (Contd) 7593

BAHIA.

(CONFERENCE LINES) Sheet No . 2

1912.

	JULY	SEPTEMBER	OCTOBER
Rails	6.60 FFA		32/6 FFA
Fastenings		12.60 Ld	
		15.00 Ld*	
		12.00 FFA*	
		*Alone	
Pipe		12.60 Ld	7594
		9.60 FFA	
Barb Wire		12.60 Ld	9.60 FFA
		9.60 FFA	12.60 Ld
		10.20 Ld	
Nails		11.40 Ld	
		8.40 FFA	
Tin Plate		13.80 Ld	
		10.80 FFA	
Sheets		13.80 Ld	
		10.80 FFA	
Wheels			7595
Bars Plates Angles		11.40 Ld	
		8.40 FFA	
Structural		11.40 Ld	
		8.40 FFA	
Reinforcement		12.00 FFA	
		15.00 Ld	
Poles		11.40 Ld	
		8.40 FFA	
Fencing		13.20 Ld	
		10.20 FFA	7596
Plain Wire		12.60 Ld	
		9.60 FFA	
Copper Wire		18.60 Ld	
		15.60 FFA	

April 23/13

CLOSE IN CENTER

7597 PETITIONER'S EXHIBIT #317-D (Contd)

BAHIA.

(CONFERENCE LINES) Sheet #2 Contd

	1912 NOVEMBER	DECEMBER
Rails		32/6 FFA
Fastenings		32/6 "
		15.00 Ld
		12.00 FFA Alone
Pipe		12.60 Ld
7598		9.60 FFA
Barb Wire	9.60 FFA	12.60 Ld
		9.60 FFA
Nails		11.40 Ld
		8.40 FFA
Tin Plate		13.80 Ld
		10.80 FFA
Sheets		13.80 Ld
		10.80 FFA
Wheels		
7599 Bars Plates Angles		11.40 Ld
		8.40 FFA
Structural		11.40 Ld
		8.40 FFA
Reinforcement		15.00 Ld
		12.00 FFA
Poles		11.40 Ld
		8.40 FFA
Fencing		
Plain Wire		12.60 Ld
		9.60 FFA
7600		13.20 Ld
		10.20 FFA
Copper Wire		18.60 Ld
		15.60 FFA

April 23/13

COPY BOUND

Petitioner's Exhibit No. 317-E.—Farrell 1399. 7601

FLORIANOPOLIS
(CONFERENCE LINES)

1909

	MARCH	OCTOBER
Rails		
Pipe		7.70 Ld.
Barb Wire		7.20 Ld.
Nails		7.20 Ld.
Tin Plate		7.20 Ld.
Sheets		7.20 Ld. 7602
Wheels	11.20 FFA	
Bars—Plates—Angles		7.20 Ld.
Structural		7.20 Ld.
Reinforcement		
Poles		
Fencing		
Plain Wire		7.20 Ld.
Copper Wire		
Hoop Iron		
Galv. Iron		7603
Pig Iron		
Ridgings		
Fastenings		

April 23/1913.

1911

	AUGUST	NOVEMBER
Rails		
Pipe		
Barb Wire	7.20 Ld.	7.80 FFA
Nails		7604
Tin Plate	7.20 Ld.	7.80 FFA
Sheets	7.20 Ld.	7.80 FFA
Wheels		
Bars-Plates-Angles	7.20 Ld.	7.80 FFA
Structural		
Reinforcement		
Poles		
Fencing		
Plain Wire	7.20 Ld.	7.80 FFA

CLOSE IN CENTER

7605 PETITIONER'S EXHIBIT #317-E (Contd)

FLORIANOPOLIS

(CONFERENCE LINES)

1911--(Cont)

Copper Wire	11.60 Ld.	12.80 FFA
Hoop Wire	7.20 Ld.	7.80 FFA
Galv. Iron	7.20 Ld.	7.80 FFA
Pig Iron		
Ridgings		
Fastenings	7.20 Ld.	7.80 FFA

7606 April 23, 1913.

	1912 JUNE	OCTOBER
Rails	up to 4"	up to 4"
Pipe	10.20 Ld.	11.40 Ld.
Barb Wire		9.00 Ld.
Nails		11.00 Ld.
Tin Plate		9.00 Ld.
Sheets		9.00 Ld
Wheels		
Bars-Plates-Angles		9.00 Ld.
Structural		
Reinforcement		
Poles		
Fencing		
Plain Wire		9.00 Ld.
Copper Wire		14.00 Ld.
Hoop Iron		9.00 Ld.
Galv. Iron		9.00 Ld.
Pig Iron		9.00 Ld.
Ridgings		9.00 Ld.
Fastenings		9.00 Ld.

7607

7608 April 23, 1913.

RIO GRANDE DO SUL.
(CONFERENCE LINES)
1908

	JANUARY	APRIL	JUNE	OCTOBER
Rails				
Pipe				
Barb Wire	6.00 FFA			
Nails	10.50 FFA			
Tin Plate				
Sheets				
Wheels				
Bars & Plates Angles				
Structural				
Reinforcement		18¾c FFA		
Poles				
	25c cu ft. &			
Fencing	10% FFA			
Plain Wire	6.00 FFA			
Copper Wire				
Hoop Iron				
Galv. Iron			9.60 FFA	
Pig Iron				8.25 FFA
Ridgings				
Fastenings				

April 23, 1913.

7612 7611 7610 7609

PETITIONER'S EXHIBITS. 1399

PETITIONER'S EXHIBIT #317-F (Cont'd)
RIO GRANDE DO SUL.
(CONFERENCE LINES)
1909.

	JANUARY.	MARCH.	AUGUST.	SEPTEMBER	OCTOBER	NOVEMBER
Rails	22/6		22/6	22/6		27/6
Pipe					7.70 Ld	
Barb Wire		6.00 FFA	7.20 Ld.		7.20 Ld.	
Nails					7.20 Ld.	
Tin Plate					7.20 Ld.	
Sheets						
Wheels		10.50 FFA				
Bars & Plates Angles					7.20 Ld.	
Structural					7.20 Ld.	
Reinforcement						
Poles						
Fencing						
Plain Wire					7.20 Ld.	
Copper Wire						
Hoop Iron						
Galv. Iron						
Pig Iron						
Ridgings						
Fastenings						

PETITIONER'S EXHIBIT #317-F (Cont'd) 7617

RIO GRANDE DO SUL.

(CONFERENCE LINES)

1910.

	MARCH	APRIL	DECEMBER
Rails			22/6
Pipe			
Barb Wire	7.20 Ld.	7.20 Ld	
Nails			7618
Tin Plate			
Sheets.			
Wheels			
Bars & Plates Angles			
Structural			
Reinforcement			
Poles			
Fencing			
Plain Wire			
Copper Wire			
Hoop Iron			7619
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings			

April 23, 1913.

7620

PETITIONER'S EXHIBIT #317-F (Cont'd)
RIO GRANDE DO SUL.
(CONFERENCE LINES)
1911.

	MARCH.	MAY.	JULY.	AUGUST.	NOVEMBER.	DECEMBER.
Rails	30/—		32/6Ld			30/–
Pipe						
Barb Wire				8.40 Ld.		
Nails						
Tin Plate				8.40 Ld.		
Sheets				8.40 Ld.		
Wheels						
Bars & Plates Angles				8.40 Ld.		
Structural						
Reinforcement						
Poles						
Fencing						
Plain Wire				8.40 Ld.		
Copper Wire				14.00 Ld.		
Hoop Iron				8.40 Ld.		
Galv. Iron				8.40 Ld.		
Pig Iron						
Ridgings						
Fastenings		9.60	7.20 FFA	7.20 Ld. 8.40 Ld.	8.40	

PETITIONER'S EXHIBIT #317-F (Cont'd)
RIO GRANDE DO SUL.
(CONFERENCE LINES)
1912

	MARCH	JUNE	OCTOBER	DECEMBER
Rails	40/-FFA 45/-Ld.			
Pipe		Up to 4" 10.20 Ld.	11.40 Ld.	
Barb Wire			9.60 Ld.	
Nails			12.80 Ld.	
Tin Plate			9.60 Ld.	
Sheets				
Wheels				
Bars & Plates Angles			9.60 Ld.	
Structural				
Reinforcement				12.80 Ld
Poles				
Fencing				
Plain Wire			9.60 Ld.	
Copper Wire			15.20 Ld.	
Hoop Iron			9.60 Ld	
Galv. Iron			9.60 Ld.	
Pig Iron			9.60 Ld.	
Ridgings			9.60 Ld.	
Fastenings			9.60 Ld.	

April 23, 1913.

7628 7627 7626 7625

7629

Petitioner's Exhibit No. 317-G.—Farrell 1399.

PORTO ALEGRE.

(CONFERENCE LINES)

1909

	FEBRUARY	MARCH	OCTOBER
Rails			
Pipe	$11.40 Ld		$8.50 Ld
Barb Wire	$8.00 Ld		$8.00 Ld
Nails			$8.00 Ld
7630 Tin Plate			$8.00 Ld
Sheets			$8.00 Ld
Wheels		$13.50 Ld	
Bars Plates and Angles			$8.00 Ld
Structural			$8.00 Ld
Reinforcement			
Poles			
Fencing			
Plain Wire			$8.00 Ld
Copper Wire			
7631 Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings			

April 23, 1913

7632

PETITIONER'S EXHIBIT #317-G (Cont'd 7633
PORTO ALEGRE
(CONFERENCE LINES)
1911

	JUNE	AUGUST	SEPTEMBER	
Rails				
Pipe				
Barb Wire	$9.70 Ld	$9.70 Ld	$13.20	
		$13.20		
Nails				
Tin Plate		$13.20 Ld	$13.20	7634
Sheets	$9.70 Ld	$13.20 Ld	$13.20	
Wheels				
Bars Plates and Angles		$13.20 Ld		
Structural				
Reinforcement				
Poles				
Fencing				
Plain Wire		$13.20 Ld		
Copper Wire		$18.80 Ld		
Hoop Iron		$13.20 Ld		7635
Galv. Iron		$13.20 Ld		
Pig Iron				
Ridgings				
Fastenings		$13.20 Ld		

April 23, 1913

7636

PETITIONER'S EXHIBIT #317-G (Contd)

PORTO ALEGRE

(CONFERENCE LINES)

1912

	JANUARY	APRIL	MAY	JUNE	JULY	SEPTEMBER
Rails			$3.60 from Rio Grande do Sul			
Pipe				$12.60 Ld Up to 4 in.		
Barb Wire	$10.80					$10.80 Ld
Nails						13.20 Ld
Tin Plate						
Sheets		$13.20			$13.20 Ld	
Wheels						
Bars Plates and Angles						
Structural						
Reinforcement						
Poles						
Fencing						
Plain Wire	$10.80					
Copper Wire						
Hoop Iron						
Galv. Iron				$13.80		
Pig Iron						
Ridgings						
Fastenings						

April 23rd, 1913

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PETITIONER'S EXHIBIT #317-G (Contd)

PORTO ALEGRE

(CONFERENCE LINES)

1912 (Page 2d.)

	OCTOBER	NOVEMBER	DECEMBER
Rails			
Pipe	$13.80 Ld		
	Up to 4 in.		
Barb Wire	$12.00 Ld		
Nails	$17.60 Ld		
Tin Plate		$14.40 Ld	
Sheets	$14.40 Ld		
Wheels			
Bars Angles and			
Plates	$14.40 Ld		
Structural			
Reinforcement			$17.60 Ld
Poles			
Fencing			
Plain Wire	$12.00 Ld		
Copper Wire	$20.00 Ld		
Hoop Iron	$14.40 Ld		
Galv. Iron	$11.25		
	$14.40 Ld	$11.25	
Pig Iron	$14.40 Ld		
Ridgings	$14.40 Ld		
Fastenings	$14.40 Ld		

April 23, 1913.

7645 **Petitioner's Exhibit No. 317-H.—Farrell 1399.**

PELOTAS

(CONFERENCE LINES)

	1909 MARCH	1910 APRIL	1911 AUGUST
Rails			
Pipe			
Barb Wire	$7.50 Ld	$8.50 Ld	$8.50 Ld
			$10.80 Ld
7646 Nails	$10.20 Ld		
Tin Plate			$10.80 Ld
Sheets			$10.80 Ld
Wheels			
Bars, Plates and Angles			$10.80 Ld
Structural			
Reinforcement			
Poles			
Fencing			
Plain Wire	$7.50 Ld		$10.80 Ld
7647 Copper Wire			$17.60 Ld
Hoop Iron			$10.80 Ld
Galv. Iron			$10.80 Ld
Pig Iron			
Ridgings			
Fastenings			$10.80 Ld

April 23rd, 1913

7648

PETITIONER'S EXHIBIT #317-H (Contd) 7649

PELOTAS.

(CONFERENCE LINES)

1912

	MAY	JUNE	OCTOBER	DECEMBER
Rails			50/—Ld	
			55/—Ld	
Pipe		$11.40 Ld	$12.60 Ld	
		Up to 4 in.	Up to 4 in.	
Barb Wire			$12.00 Ld	7650
Nails			$15.20 Ld	
Tin Plate			$12.00 Ld	
Sheets	$10.80		$12.00 Ld	$12.00 Ld
Wheels				
Bars, Plates and Angles			$12.00 Ld	
Structural				
Reinforcement				
Poles				
Fencing				7651
Plain Wire			$12.00 Ld	
Copper Wire			$18.80 Ld	
Hoop Iron			$12.00 Ld	
Galv. Iron			$12.00 Ld	
Pig Iron			$12.00 Ld	
Ridgings			$12.00 Ld	
Fastenings			$12.00 Ld	

April 23rd, 1913

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7653 **Petitioner's Exhibit No. 317-I.—Farrell 1399.**

SAO FRANCISCO DO SUL
(CONFERENCE LINE)

	1909 MARCH	OCTOBER	1910. MARCH
Rails		7.70	
Pipe			
Barb Wire		7.20 Ld. CT	7.20 Ld.
Nails		7.20 Ld CT	
Tin Plate		7.20 Ld. CT	
7654 Sheets		7.20 Ld. CT	
Wheels	11.20 FFA		
Bars-Plates-Angles		7.20 Ld. CT	
Structural		7.20 Ld. CT	
Reinforcement			
Poles			
Fencing			
Plain Wire		7.20 Ld. CT	
Copper Wire			
Hoop Iron			
7655 Galv. Iron			
Pig Iron			
Ridgings			
Fastenings			

April 23 1913.

7656

PETITIONER'S EXHIBIT #317-I (Cont'd) 7657

SAO FRANCISCO DO SUL

(CONFERENCE LINE)

1911

	AUGUST	NOVEMBER
Rails		
Pipe		
Barb Wire	8.40 Ld.	7.80 FFA
Nails		
Tin Plate	8.40 Ld.	7.80 FFA
Sheets	8.40 Ld.	7.80 FFA 7658
Wheels		
Bars-Plates-Angles	8.40 Ld.	7.80 FFA
Structural		
Reinforcement		
Poles		
Fencing		
Plain Wire	8.40 Ld.	7.80 FFA
Copper Wire	12.80 Ld.	12.80 FFA
Hoop Iron	8.40 Ld.	7.80 FFA
Galv. Iron	8.40 Ld.	7.80 FFA 7659
Pig Iron		
Ridgings		
Fastenings	8.40 Ld.	7.80 Ld.

April 23 1913.

7660

7661

PETITIONER'S EXHIBIT #317-I (Cont'd)
SAO FRANCISCO DO SUL
(CONFERENCE LINE)
1912.

	JUNE	OCTOBER.
Rails		
Pipe	up to 4 in.	up to 4 in.
	10.20 Ld.	11.40 Ld.
		9.00 Ld.
Barb Wire		11.00 Ld.
Nails		9.00 Ld.
7662 Tin Plate		9.00 Ld.
Sheets		
Wheels		9.00 Ld.
Bars-Plates-Angles		
Structural		
Reinforcement		
Poles		
Fencing		9.00 Ld.
Plain Wire		14.00 Ld.
Copper Wire		9.00 Ld.
Hoop Iron		9.00 Ld.
7663 Galv. Iron		9.00 Ld.
Pig Iron		9.00 Ld.
Ridgings		9.00 Ld.
Fastenings		

April 23, 1913.

7664

PARANAGUA
(CONFERENCE LINES)

	1908		1909		
	FEBRUARY	MARCH	MARCH	APRIL	OCTOBER
Rails					
Pipe	$8.00 FFA				$7.70
	7.00 "				
	10.00 " Trans.				
	12.00 " Trans.				
Barb Wire		$7.20 FFA—10%	7.20 Ld	30/--Ld	7.20 Ld
Nails					7.20 "
Tinplate					7.20 "
Sheets					7.20 "
Wheels			11.20 FFA-10%		
Bars – Plates & Angles					7.20 "
Structural					7.20 "
Reinforcement					
Poles					
Fencing					
Plain Wire					7.20 "
Copper Wire					
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					
Fastenings	11.20 FFA				
	8.00 "				

April 23, 1913

7668 7667 7666 7665

PETITIONER'S EXHIBITS. 1911

7-101

7669

PETITIONER'S EXHIBIT #317-J (Contd)

PARANAGUA

(CONFERENCE LINES)

1911.

	FEBRUARY	JULY	AUGUST	NOVEMBER
Rails	27/6 FFA	35/—FFA		
Pipe				
Barb Wire			$7.80 Ld	$7.80 FFA
7670 Nails				
Tin Plate			7.80 "	7.80 "
Sheets			7.80 "	7.80 "
Wheels				
Bars – Plates & Angles			7.80 "	7.80 "
Structural				
Reinforcement				
Poles				
Fencing				
Plain Wire			7.80 "	7.80 "
				11.60
7671 Copper Wire			11.60 "	12.80 "
Hoop Iron			7.80 "	7.80 "
Galv. Iron			7.80 "	7.80 "
Pig Iron				
Ridgings				
Fastenings			7.20 "	7.80 "

April 23, 1913.

7672

PETITIONER'S EXHIBIT #317-J (Contd)

PARANAGUA

(CONFERENCE LINE)

1912

	JUNE	SEPTEMBER	OCTOBER
Rails			
Pipe	Up to 4" $10.20 Ld		Up to 4" $11.40 Ld.
Barb Wire			$9.00 Ld
Nails			11.00 "
Tin Plate			
Sheets		$7.80 Ld	9.00 Ld
Wheels			
Bars—Plates & Angles		7.80 Ld	9.00 "
Structural			
Reinforcement			
Poles	7.80		
Fencing			
Plain Wire			9.00 Ld
Copper Wire			14.00 "
Galv. Iron			9.00 "
Pig Iron			9.00 "
Ridgings			9.00 "
Fastenings			9.00 "
Hoop Iron			9.00 "

April 23, 1913.

7677 **Petitioner's Exhibit No. 318.—Farrell 1400.**

RECAPITULATION.
(LLOYD BRAZILEIRO)

A.	Rio de Janeiro
B.	Santos.
C.	Pernambuco.
D.	Bahia.
E.	Rio Grande do Sul.
F.	Porto Alegre
G.	Paranagua.

7678 April 23rd, 1913.

7679

7680

PETITIONER'S EXHIBIT #318 Cont'd.
RIO DE JANEIRO.
(LLOYD BRAZILEIRO)
1909.

	JUNE	JULY	AUGUST	OCTOBER	NOVEMBER	DECEMBER
Rails.	$3.50 FFA			$3.00 FFA		
Pipe.						
Barb Wire.	$5.00 Ld	$3.50 FFA	$5.50			
Nails.						
Tin Plate.						
Sheets.			$5.50 Ld.			
Wheels.						
Bars, plates and Angles.			$5.00 Ld.	$3.50 FFA		
Structural.						
Reinforcement.						
Poles			$3.50 FFA			
Fencing.						
Plain Wire.						
Copper Wire						
Hoop Iron.						
Galv. Iron.			$5.00 Ld.			
Pig Iron.						
Ridgings.						
Fastenings	$3.50 FFA			$3.00 FFA	$3.50 FFA	$3.50 FFA
April 23rd, 1913.						

7684 7683 7682 7681

PETITIONER'S EXHIBITS. 1921

PETITIONER'S EXHIBIT #318 Cont'd.
RIO DE JANEIRO.
(LLOYD BRAZILEIRO)
1910

	JANUARY.	FEBRUARY	MARCH	NOVEMBER	DECEMBER
Rails					
Pipe					
Barb Wire		$4.25 FFA		$5.00 FFA	$5.50 FFA
Nails					
Tinplate					
Sheets					
Wheels					
Bars, Plates and Angles				$5.50 Ld	
Structural	$3.50 Ld		$3.00 FFA		
Reinforcement					
Poles					
Fencing					
Plain Wire					
Copper Wire					
Hoop Iron					
Galv. Iron	$5.50 Ld.				
Pig Iron					
Ridgings					
Fastenings	$3.50 FFA				

April 23rd, 1913.

PETITIONER'S EXHIBIT #318 Cont'd.
RIO DE JANEIRO.
(LLOYD BRAZILEIRO)
1911 (Page 1.)

	FEBRUARY	MARCH	JUNE	JULY	AUGUST
Rails	$4.25 FFA	$4.25 FFA		$4.25	
Pipe					
Barb Wire			$4.25 FFA		
Nails					
Tinplate				$8.00 Ld	
Sheets		$6.00 FFA			
Wheels.					
Bars, Angles and Plates				$7.80 Ld	
Structural.					
Reinforcement.					
Poles					
Fencing					
Plain Wire					
Copper Wire					$9.60 Ld
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					
Fastenings		$4.25 FFA			

April 23rd, 1913.

7692 7691 7690 7689

7693 PETITIONER'S EXHIBIT #318 Cont'd.

RIO DE JANEIRO.

(LLOYD BRAZILEIRO)

1911 (Page 2d)

	SEPTEMBER.	OCTOBER.	DECEMBER.
Rails			
Pipe.			
Barb Wire.	$4.25 FFA		
7694 Nails.			
Tinplate		$6.50 FFA	
Sheets			
Wheels.			
Bars, Angles			
and Plates.			
Structural.			
Reinforcement.		24c cu. ft. Ld	
Poles.			
Fencing.			
7695 Plain Wire.			
Copper Wire.			$6.00 FFA
Hoop Iron.			
Galv. Iron.			
Pig Iron.			
Ridgings.			
Fastenings.			

April 23rd, 1913.

7696

COPY BOUND

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RIO DE JANEIRO.
(LLOYD BRAZILEIRO)
1912.

	JANUARY.	FEBRUARY	MARCH
Rails.			6.00 FFA
Fastenings		7.20 FFA	
Pipe			
Barb Wire	5.00 FFA	5.00 FFA	
Nails			5.40 FFA
Tinplate	5.40 FFA		
Sheets		6.00 FFA	5.40 FFA
Wheels			
Bars & Plates	4.80 FFA		
Structural up to 30′	7.00 FFA		
Reinforcement			
Poles up to 30′		7.20 FFA	5.40
			6.60 FFA
Fencing			
Plain Wire		9.60 Ld	
Copper Wire		7.20 FFA	
Galv. Iron			
Hoop Iron	4.80 FFA		
Piling			
April 23rd, 1913			

7700 7699 7698 7697

PETITIONER'S EXHIBIT #318 Cont'd.
RIO DE JANEIRO.
(LLOYD BRAZILEIRO)
1912.

	APRIL	MAY	JUNE
Rails	5.50		6.00 FFA
Fastenings			9.00 Ld
Pipe	6.00 FFA		6.00 FFA
Barb Wire	5.40 FFA		
Nails	5.00 FFA	5.20 FFA	5.20 FFA
Tinplate			
Sheets	6.00 FFA		6.00 FFA
Wheels			
Bars & Plates	5.40 FFA	5.40 FFA	5.40 FFA
Structural up to 30′			
Reinforcement			
Poles up to 30′	5.40 FFA		
Fencing			
Plain Wire		5.20 FFA	
Copper Wire	7.20 FFA		7.20 FFA
Galv. Iron			
Hoop Iron			
Piling.			

April 23rd, 1913.

PETITIONER'S EXHIBIT #318 Cont'd.

RIO DE JANEIRO. Sheet No. 2

(LLOYD BRAZILEIRO)

1912.

	JULY	AUGUST	SEPTEMBER
Rails			6.00 FFA
Fastenings			6.00 FFA
Pipe		9.00 Ld	
		6.00 FFA	
Barb Wire		5.20 FFA	6.00 FFA
Nails			
Tin Plate	6.00		
	5.40 FFA	6.00 FFA	7.20 FFA
Sheets	6.00	7.20 FFA	
Wheels			
Bars & Plates		5.40 FFA	
Structural up to 30′			
Reinforcement			
Poles up to 30′			
Fencing			
Plain Wire		5.20 FFA	
Copper Wire	7.20 FFA		
Galv. Iron			
Hoop Iron			
Piling			

April 23rd, 1913.

7708 7707 7706 7705

PETITIONER'S EXHIBIT #318 Cont'd.

RIO DE JANEIRO.

(LLOYD BRAZILEIRO) Sheet No. 2.

1912.

	OCTOBER	NOVEMBER	DECEMBER
Rails			
Fastenings		6.00	
Pipe		7.20 FFA	
Barb Wire		6.50 FFA	6.50 FFA
Nails			
Tin Plate	7.20 FFA		
	5.40 FFA		
Sheets	6.50 FFA		
Wheels			
Bars & Plates			6.50 FFA
Structural up to 30'			
Reinforcement		8.00 FFA	
Poles up to 30'			
Fencing			
Plain Wire	6.50 FFA	6.50 FFA	
Copper Wire			
Galv. Iron			
Hoop Iron			
Piling			

April 23rd, 1913.

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PETITIONER'S EXHIBIT #318 (Contd)

SANTOS.

(LLOYD BRAZILEIRO)

1909

	JUNE	JULY	OCTOBER	DECEMBER
Rails		3.50 Ld		
Fastenings		3.50 Ld	3.50 Ld	
Pipe	3.50 Ld			
Barb Wire		3.50 Ld		
Nails				
Tin Plate				
Sheets				
Wheels				
Bars & Plates				
Structural up to 30′				
Poles up to 30′				
Reinforcement				
Fencing				
Plain Wire		3.50		
Copper Wire				
Galv. Iron				
Hoop Iron				
Piling				3.50

April 23rd, 1913

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PETITIONER'S EXHIBITS. 1929

7720 7719 7718 7717

PETITIONER'S EXHIBIT #318 (Contd)
SANTOS.
(LLOYD BRAZILEIRO)
1911

	MARCH	APRIL	JUNE	JULY	OCTOBER	NOVEMBER
Rails	5.00	4.75	4.75 Ld	4.75		6.00
Fastenings						
Pipe						
Barb Wire						
Nails						
Tin Plate						
Sheets						
Wheels						
Bars & Plates						
Structural up to 30′						
Reinforcement					18c cu ft Ld.	
Poles up to 30′						
Fencing						
Plain Wire						
Copper Wire		7.25	7.20			
Galv. Iron						
Hoop Iron						
Piling						

April 23rd, 1913

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PETITIONER'S EXHIBIT #318 (Contd)

SANTOS.

(LLOYD BRAZILEIRO)

1912

	JANUARY	FEBRUARY	MARCH	APRIL	MAY
Rails		6.50		6.50	
Fastenings					
Pipe					
Barb Wire	9.00 Ld				
Nails					
Tinplate		8.00 Ld			
Sheets			6.00 Ld	6.00 Ld	
Wheels					
Bars & Plates					
Structural up to 30′					
Reinforcement					
Poles up to 30′					6.00 Ld
Fencing					
Plain Wire	9.00 Ld			7.20	
Copper Wire	8.00	8.00			7.20 Ld
Galv. Wire					
Hoop Iron					
Piling					

April 23rd, 1913

7724 7723 7722 7721

PETITIONER'S EXHIBIT #318 (Contd)

SANTOS.

(LLOYD BRAZILEIRO) Sheet No. 2.

1912.

	JUNE	JULY	AUGUST	OCTOBER	NOVEMBER	DECEMBER
Rails			6.50		6.50	8.00 Ld
Fastenings						
Pipe					6.50 Ld	7.50 FFA
Barb Wire	6.50 Ld	6.50 Ld				
Nails						9.00 Ld
Tinplate		6.00 Ld				
Sheets						
Wheels						
Bars & Plates						
Structural up to 30′						9.00 Ld
Reinforcement						
Poles up to 30′						
Fencing				6.50 Ld	6.50 Ld	
Plain Wire				8.00 Ld	8.00 Ld	
Copper Wire	8.00					
Galv. Wire						
Hoop Iron						
Piling						

April 23rd, 1913

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PETITIONER'S EXHIBIT #318 (Contd)
PERNAMBUCO
(LLOYD BRAZILEIRO)

	1909				1910	
	AUGUST	SEPTEMBER	NOVEMBER	DECEMBER	JUNE	OCTOBER
Rails						
Fastenings						
Pipe						
Barb Wire	5.50 Ld				6.50	
Nails						
Tin plate						8.40 Ld
Sheets						
Wheels						
Bars & Plates						
Structural up to 30′						
Reinforcement						
Poles up to 30′						
Fencing						
Plain Wire		5.50 Ld				
Copper Wire						
Galv. Iron						
Hoop Iron						
Piling			5.50 Ld	5.50 Ld		
April 23rd, 1913						
	7732		7731		7730	7729

PETITIONER'S EXHIBIT #318 (Contd)

PERNAMBUCO

(LLOYD BRAZILEIRO)

1911.

	APRIL	JUNE	AUGUST	OCTOBER
Rails			6.00 FFA	
Fastenings				
Pipe	8.00 Ld			
Barb Wire		6.50		
Nails				
Tin Plate				
Sheets				
Wheels				
Bars & Plates				
Structural up to 30′				
Reinforcement				18c cu ft Ld
Poles up to 30′				
Fencing				
Plain Wire				
Copper Wire			7.50 Ld	
Galv. Iron				
Hoop Iron				
Piling				

April 23rd, 1913

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PETITIONER'S EXHIBIT #318 (Contd)
PERNAMBUCO
(LLOYD BRAZILEIRO)
1912.

	JANUARY	MAY	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Rails			6.00	6.25	6.50 FFA	6.50 FFA
Fastenings						
Pipe						
Barb Wire	8.00 Ld					
Nails						
Tin Plate		8.00 Ld				
Sheets						
Wheels						
Bars & Plates						
Structural up to 30′						
Reinforcement						
Poles up to 30′						
Fencing						
Plain Wire						
Galv. Iron						
Hoop Iron						
Piling						
Copper Wire					9.60 FFA	
April 23rd, 1913						

7740 7739 7738 7737

7741 PETITIONER'S EXHIBIT #318 (Contd)

BAHIA

(LLOYD BRAZILEIRO)

	1909 JUNE	JULY	OCTOB
Rails	$3.50 FFA		$3.00 F
Pipe			
Barb Wire		$5.50 Ld	
Nails			
7742 Tinplate			
Sheets			
Wheels			
Bars, Plates and Angles			
Structural			
Reinforcement			
Poles			
Fencing			
Plain Wire			
Copper Wire			
7743 Hoop Iron			
Galv. Iron			
Pig Iron			
Ridgings			
Fastenings	$3.50 FFA		
Piling		$3.50 FFA	
April 23rd, 1913			

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PETITIONER'S EXHIBIT #318 (Contd)

BAHIA

(LLOYD BRAZILEIRO)

1911 (Page 1.)

	FEBRUARY	MARCH	MAY	JUNE	JULY
Rails					
Pipe					
Barb Wire	$7.00 Ld	$5.00 FFA 7.50 Ld	$5.00FFA		
Nails					
Tin Plate					
Sheets				$5.00 FFA	
Wheels					
Bars, Plates and Angles					
Structural					
Reinforcement					
Poles					
Fencing					
Plain Wire					
Copper Wire					
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					
Fastenings					7.50 Ld

April 23rd, 1913

7748 7747 7746 7745

7749

7750

7751

7752

PETITIONER'S EXHIBIT #318 (Contd)

BAHIA

(LLOYD BRAZILEIRO)

1911 (Page 2d)

	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Rails	$5.50	$5.25		$5.40 FFA
Pipe				
Barb Wire				
Nails				
Tin Plate	$10.00 Ld			
Sheets				
Wheels				
Bars, Plates and Angles				
Structural				
Reinforcement			15c cu ft FFA	
Poles				
Fencing				
Plain Wire				
Copper Wire				
Hoop Iron				
Galv. Iron				
Pig Iron				
Ridgings				
Fastenings			$6.00 FFA $5.25	

April 23rd, 1913

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PETITIONER'S EXHIBIT #318 (Contd)
BAHIA
(LLOYD BRAZILEIRO)
1912

	JANUARY	MARCH	APRIL	JULY	AUGUST
Rails	$5.40		$6.50 FFA	$6.40 FFA	
Pipe					
Barb Wire	$6.00 FFA				$9.50 Ld 7.50 FFA
Rails					
Tinplate					
Sheets					
Wheels					
Bars, Angles and Plates					
Structural		$6.00			
Reinforcement					
Poles					
Fencing					
Plain Wire					
Copper Wire					
Hoop Iron					
Galv. Iron					
Pig Iron					
Ridgings					
Fastenings			$8.00 FFA	$6.00 FFA	
April 23rd, 1913					

7756 7755 7754 7753

7757 PETITIONER'S EXHIBIT #318 (Contd)

BAHIA
(LLOYD BRAZILEIRO)
1912

	OCTOBER	NOVEMBER
Rails	$8.00 FFA	
Pipe		
Barb Wire	$6.50 FFA	$9.60 FFA
Rails		
Tinplate		
7758 Sheets		
Wheels		
Bars, Angles and Plates		
Structural		
Reinforcement		
Poles		
Fencing		
Plain Wire		
Copper Wire		
Hoop Iron		
7759 Galv. Iron		
Pig Iron		
Ridgings		
Fastenings		

April 23rd, 1913.

RIO GRANDE DO SUL.
(LLOYD BRAZILEIRO)

	1909	1911
	JUNE	MARCH.
Rails	22/6	
7760 Pipe		
Barb Wire	7.20 Ld	
Nails		
Tin Plate		
Sheets		
Wheels		
Bars-Plates-Angles		
Structural		
Reinforcement		
Poles		

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PETITIONER'S EXHIBIT #318 Cont'd. 7761

RIO GRANDE DO SUL.
(LLOYD BRAZILEIRO)

Fencing	
Plain Wire	
Hoop Iron	
Galv. Iron	
Pig Iron	
Ridgings	
Fastenings	
Copper Wire	7.20 FFA 7762
April 23rd, 1913.	

PORTO ALEGRE.
(LLOYD BRAZILEIRO)

	1909 JUNE	JULY	1912 DECEMBER	
Rails				
Pipe				
Barb Wire	7.20 Ld			7763
Nails				
Tin Plate				
Sheets			17.60	
Wheels				
Bars-Plates-Angles				
Structural				
Reinforcement				
Poles				
Fencing				
Plain Wire				7764
Hoop Iron				
Copper Wire				
Galv. Iron		7.20 Ld		
Pig Iron				
Ridgings				
Fastenings				
April 23rd, 1913.				

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7765 PETITIONER'S EXHIBIT #318 Cont'd.

PARANAGUA.
(LLOYD BRAZILEIRO)
1911
FEBRUARY

Rails 5.00 FFA
Pipe
Barb Wire
Nails
Tinplate
7766 Sheets
Wheels
Bars—Plates—Angles
Structural
Reinforcement
Poles
Fencing
Plain Wire
Copper Wire
Hoop Iron
7767 Galv. Iron
Pig Iron
Ridgings
Fastenings.
April 23rd, 1913.

Petitioner's Exhibit No. 320.—Farrell 1402.

FUNCH, EDYE & Co.
Steamship Agents & Ship Brokers
Maritime Building
7768 8-10 Bridge Street.

New York, Sept. 22, 1913.

Messrs. United States Steel Products Co.,
30 Church St., City.

Dear Sirs:

We telephoned to you this afternoon that we had received advices of reductions in freight rates on several commodities in which you are interested, and we now

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have pleasure in giving you below particulars of these reductions: 7769

	Rio de Janeiro FFA	Rio de Janeiro Landed	Santos Landed
Iron, Construction) parts, etc.) Iron, Angle, Bar,) Bundle, Plates,) Scrap)	$5.40(7.20)	$6.60(9.60)	$6.00(8.40)
Iron, Pig	5.40(7.20)	6.60	6.00
Wire, Plain & Barbed	6.00(6.60)	7.20(9.60)	7.20(9.00)

7770

To the above landed rates for Rio de Janeiro must be added the provisional lighterage charge of $1.80 per ton. As soon as possible we will make up a corrected sheet to cover all steel products to ports in Mid-Brazil and will send you several copies.

Yours truly,

AEC/G FUNCH, EDYE & Co., per C. H. Betts.

(Figures in parenthesis are in lead pencil on original)

7771

Petitioner's Exhibit No. 321.—Farrell 1402.

PAUL F. GERHARD & Co.
General Agents
PRINCE LINE
for
Brazil, River Plate
and
South Africa.

7772

New York, Sept. 22, 1913.

U. S. Steel Products Co.,
Freight Department,
New York City.

Gentlemen:

We beg to advise that the following rates on Steel Products from New York to Brazilian Ports have been reduced and are now as follows:

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7773

	Rio de Janeiro Per 2240 Lbs. FFA.	Rio de Janeiro Per 2240 Lbs. Landed	Santos Per 2240 Lbs. Landed
Wire—Barb & Plain	$6.00 (6.60)	$7.20 plus $1.80 (9.60)	$7.20 (9.00)
Pig Iron	5.40 (7.00)	6.60 plus $1.80	6.00
Iron, Angle, Bar, Bundle (#)Hoop, Plates, Scrap (unpacked)	5.40	6.60 " $1.80	6.00
7774	(7.20)	(9.60)	(8.40)
Iron construction parts for houses, buildings, etc. No piece over 2 tons or 30 ft. in length (wt. or meast.)	5.40 (7.20)	6.60 plus $1.80 (9.60)	6.00 (8.40)

All the above prepaid as customary and subject to change without notice.

7775 For your guidance we beg to state that the $1.80 added to the Rio de Janeiro landed rate is returnable upon certificate from agents of steamer at Rio de Janeiro that steamer has discharged on the new quay.

Please note that the usual F. F. A. clause will be inserted in Bills of Lading, to be signed by you.

Yours faithfully,

Paul F. Gerhard & Co.
p. H. Connor.
General Agents.

7776

HC/NJM

(All figures in parenthesis in exhibit #321 were in lead pencil on the original.)

On side of the original written in lead pencil was the following: "# Hoop Rio 9.00 Landed."

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Coal Charters Reported for Brazil.

From South Wales		From United States.	
1913.			
January			
Fairplay.		Journal of Commerce.	
S. S. "Gresham" to Rio	18/-	S. S. "Airdale" Norfolk to Santos	20/-
" "Trafalgar" to Rio	19/6	" "King Lud" Norfolk to Rio	21/- 7778
" "Green Jacket" to Rio	17/3		
" "Lady Ninon" to Rio	17/		
" "Normannia" to Para	17/-		
" "King George" to Rio	17/6		
" "Arvonian" to Rio	19/-		
Option Rio Grande do Sul	31/-		7779
February			
S. S. "Kalibia" to Rio	17/-	S. S. "Rio Tiete" Norfolk to Rio	
" "Harpenden" to Rio	17/-	" "Waltham" Norfolk to Rio	20/-
" "Frontpool" to Pernambuco	19/-		
Option Bahia	19/6		
" "Scawby" to Pernambuco	18/6		7780
" "Venturia" to Rio	17/-		
" "Archbonk" to Rio	17/6		
" "Ingleside" to Pernambuco	18/-		
" "Volga" to Rio	17/3		
March			
S. S. "King Malcolm" to Rio	17/-	S. S. "Lorstakken" Norfolk to Rio	20/-

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7781

S. S. "Helredale" to Rio 16/3
" "Oceana" to Rio 16/3
S. S. "Lady Ninnian" Norfolk to Rio 20/3

APRIL

S. S. "King Edgar" to Rio 16/3
" "Calliope" to Rio 15/9
" "Gleneden" to Rio 16/3
7782 " "Reliance" " " 15/9
S. S. "Rio Clara" Philadelphia to Rio P. T.

MAY

S. S. "Sweethope" to Pernambuco or Bahia 17/-
" "Valentia" to Pernambuco 17/-
" "Rosalia to Para 15/6
" "Brager" " " 16/-
" "Dipton" to Rio 18/3
" "Kassanga" to Rio 19/-
7783 " "Tarvian" to Rio 19/6
S. S. "Atlantic City" Baltimore to Rio 18/6 Prompt

JUNE

S. S. "Kincraig" to Rio 16/9
" "Knight Companion" to Rio 17/-
" "Daleby" to Rio 17/-
" "Indian" to Rio 16/6
" "Moorlands" to Pernambuco 17/-
7784 Option Maranham 19/-
" "Competitor" to Pernambuco 18/-
" "Atlantian" to Rio 16/3
" "Commodore" to Rio 17/-
" "Domingo de Larrinaga" Rio 17/-
S. S. "Sidmouth" Norfolk to Rio 19/-
" "Californian" Norfolk to Rio 18/6
" "Induna" Virginia to Santos 24/-
" "Ventura de Larrinaga" Norfolk to Rio 18/-
" "Brazilian" Baltimore to Rio 17/6
" "Madura" Newport News to Rio 18/- Option Plate 20/-

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S. S. "Ormiston" to Rio 16/9
S. S. "Telestora" to Rio 16/9
" "Langoe" to Rio 16/6
" "Carbridge" to Rio 16/6
" Option Rio Grande do Sul 30/6
" "Adams" to Pernambuco 16/9
S. S. "Ben Nevis" Philadelphia to Rio P. T.
S. S. "Kobe" Baltimore to Rio 22/-
" "Min" Baltimore to Rio 22/6 Prompt
" "Mietro de Larrinaga" Norfolk to Rio 16/6

7786

Petitioner's Exhibit 323A.—Lowry 1457.

Statement consolidating yearly statistics from outward manifests New York to all Brazilian ports served by lines years 1908 to 1912 inclusive.

Hamburg Lines Joint Service, Prince Line and Lamport & Holt.

7787

Explanatory of statement of consolidated statistics from manifests:

Column 1a.

Segregation of total number of cubic feet for the year indicated, of the following staple commodities: kerosene, rails and fittings, lumber, barb wire, corrugated iron, resin, flour, cement, under generic heading "bulk cargo" carried by line designated, sub-heading "cubic feet."

Column 1b.

Segregation of gross revenue received by line for year designated for the carriage of bulk cargo, sub-heading "amount freight." 7788

Column 2a.

Total number of cubic feet for the line and year indicated of all other cargo carried under heading "general cargo," sub-heading "cubic feet."

Column 2b.

Segregation of gross revenue received for line and year designated for the carriage of bulk cargo under sub heading "amount freight."

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7789 *Column 3a.*

Consolidation for the year and line designated of the total number of cubic feet of all cargo carried by each steamer, under heading "total cargo," sub-heading "cubic feet."

Column 3b.

Consolidation of revenue received for line and year designated, sub-heading "amount freight."

Column 4.

7790 Percentage by volume which bulk cargo forms of total cargo carried by the lines for the line and year indicated.

Column 5.

Percentage by volume which general cargo forms of total amount of cargo carried by the lines for the line and year indicated.

Column 6.

Average rate per cubic foot of all cargo carried by the line for the year indicated.

Column 7.

7791 Average rate on all bulk cargo carried by the line for the year indicated.

Column 8.

Average rate per cubic foot on general cargo carried by the line for the year indicated.

Column 9.

Primage received by Lamport & Holt Line for the year indicated.

TOTALS.

7792 *Column 1.*

Sub-heading cubic feet, number of cubic feet of bulk cargo carried by all three lines.

Column 1b.

Revenue derived from the carriage of the preceding by all three lines.

Column 2a.

Number of cubic feet of general cargo carried for the year designated by all three lines.

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Column 2b. 7793

Revenue derived from the carriage of the preceding by all three lines.

Column 3a.

Total number of cubic feet of general cargo carried for the year designated by all three lines.

Column 3b.

Revenue derived from the preceding by all three lines for the year designated.

Column 4.

Percentage which bulk cargo forms of all cargo carried 7794
by the three lines for the year indicated.

Column 5.

Percentage which general cargo forms of all cargo carried by the three lines for the year indicated.

Column 6.

Average rate per cubic foot obtained by the line for all cargo carried by the three lines.

Column 7.

Average rate per cubic foot obtained by the line for all cargo carried by the three lines. 7795

Column 8.

Average rate per cubic foot obtained by the line for all general cargo carried by the three lines.

Column 9.

Final footing, total of primage received by the Lamport & Holt Line for the years 1909, 1910, 1911 and 1912.

1908
Hamburg Lin
Prince Line
Lamport & Ho

1909
Hamburg Lin
Prince Line
Lamport & Ho

1910
Hamburg Lin
Prince Line
Lamport & H

7800 7799 7798 7797

Petitione r's Exhibit 323.—Lowry[1457.

1	2		3		4	5	6	7	8	9
k Cargo	General Cargo		Total Cargo				Avg.	Avg.	Avg.	
't. Amt. Frt.	Cu. Ft.	Amt. Frt.	Cu. Ft.	Amt. Frt.	Bulk % Vol.	Gen. Cgo. % Vol.	rate tot. per c. ft.	rate bulk per c. ft.	rate per c. ft. gen. Cgo.	Primage
b	a	b	a	b						
750 $127,911.89	411,652	$90,911.48	1,869,402	$218,823.37	78%	22%	$.117	$.087	$.22	
599 75,270.09	490,979	114,350.15	1,397,678	189,620.24	65	35	.136	.083	.233	
120 29,927.61	1,257,302	269,505.29	1,600,422	299,432.90	20	80	.187	.087	.214	
569 $233,109.59	2,159,933	$474,766.92	4,867,502	$707,876.51	55.5	44.5	.145	.086	.219	averages 3 lines
620 150,119.85	714,600	146,299.28	2,111,220	296,419.13	66	34	.144	.107	.205	
112 119,628.03	545,127	106,499.78	1,748,239	226,127.81	68	32	.13	.099	.195	
521 53,608.56	1,295,136	279,623.72	1,995.657	333,232.28	35	65	.167	.077	.217	$16,932.82
253 $323,356.44	2,554,863	$532,422.78	5,855,116	$855,779.22	56.3	43.7	.146	.098	.208	averages 3 lines
720 233,518.14	1,220,977	249,715.85	3,507,697	483,233.99	65	35	.137	.102	.204	
070 169,509.49	985,135	142,788.14	2,417,205	312,297.63	59	41	.13	.118	.145	
424 59,088.39	1,716,076	384,581.69	2,378,500	443,670.08	28	72	.187	.09	.224	$15,273.52
314 $462,116.02	3,922,188	$777,085.68	8,303,402	1239,201.70	52.7	47.3	.149	.105	.198	averages 3 lines

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Totals 1910/1912 —(Continued.)

3 rgo nt. Frt.	4 Bulk % Vol.	5 Gen. Cgo. % Vol.	6 Avg. rate tot. per c. ft.	7 Avg. rate bulk per c. ft.	8 Avg. rate per c. ft. gen. cgo.	9 Primage
	b					
643,495.16	59	41	.203	.168	.254	
528,730.19	47	53	.19	.135	.24	
624,816.38	31	69	.238	.153	.275	$20,547.10
$1797,041.73	46.3	53.7	.21	.154	.258	average 3 lines

Other Steamers moved from 1908-1912

Percentages of total a

1912						
1911						
1910						
1909						
1908 no data available						

Bulk cu. ft. Gen. cu. ft. no data available

1058,989.43	53	47	.224	.20	.252	
765,891.91	38	62	.22	.18	.245	
821,388.04	20	80	.288	.202	.31	$31,802.19
$2646,269.38	40%	60%	$.24	$.195	$.27	average 3 lines

Lloyd Brazileiro

Consolidatio

$84,555.63

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Petitioners Exhibit 324.—Lowry 1461.

statistics all cargo carried from New York to Brazilian ports between Natal and Rio Grande do Sul.

		2 Conference Lines.				3. Other Steamers.				
a	1b %	2a	2b	2c	2d %	3a	3b	3c	3d %	4
cu. ft.	tot.	Bulk cu. ft.	Gen. cu. ft.	Tot. cu. ft.	Tot.	Bulk cu. ft.	Gen. cu. ft.	Tot. cu. ft.	tot.	cu. ft.
360	46%	2,707,569	2,159,933	4,867,502	51%	no data av.	no data av.	313,960	3%	9,528,822
560	45	3,300,253	2,554,863	5,855,116	55			none		10,654,676
400	35 5/10	4,381,214	3,922,188	8,303,402	63	193,300	9,100	(202,400	1-5/10	13,202,202
360	41 9/10	3,959,142	4,585,145	8,544,287	54 8/10	390,764	119,780	(510,544	3-3/10	15,588,191
640	35 5/10	4,408,482	6,612,076	11,020,558	54 7/10	1,530,204	454,304	(1984,508	9-8/10	20,139,706
320		18,756,660	19,834,205	38,590,865		2,114,268	583,184	3011,412		69,113,597
		39 8/10%			55 8/10%				4-4/10%	

a	5	5b	5c
cgo.	cu. ft. %	Gen. cgo.	cu. ft. %
268	78 4/10	583,184	21 6/10

Total cgo. cu. ft. 2,697,452 carried by outside steamers.

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Petitioner's Exhibit 325.—Lowry 1470. 7809

Analysis of manifest Hamburg Line S. S. NUMANTIA voyage from New York to Brazil November 15, 1912.
Revenue earned per cubic foot on steel rails carried with general cargo.

Deadweight capacity of steamer (tons)	7,240	
Cubic capacity of steamer 407,545 cu. ft		
Weight of cargo carried as shown on manifest, 12,348,851 lbs or	5,513 tons	7810
Deadweight capacity in excess of cargo carried	1,727 tons	
For dunnage and stores	150 tons	
Available for coals (at 33 tons per day consumption about 48 days steaming or sufficient to complete round voyage from New York to Rio Grande do Sul, 11,365 miles, if coaled at windward islands on homeward voyage)	1,577	7811

Extract from manifest.

B/L #9 94 steel rails)
)
28,600 bundles accessories) 1,582,155# (706.31 tons)
12,678 cu ft. (at 6.60) $4,661.70

From the above figures one ton weight stows in a little less than 18 cu. ft. which gives: 7812

Cu. ft. to ton	Rate per ton	
18	$6.60	36 7/10c per cu. ft.

Total cargo carried measured	303,085 cu. ft.
Total freight revenue	$73,618.14
Average rate per cu. ft. on all cargo carried	24 3/10 per cu. ft.

Comparison with preceding of this same steamer if loaded with full cargo of rails at same rate.

AGE CUT OFF

7813 Deadweight capacity of steamer 7,240 tons
For coals and stores 1,727 "

Deadweight capacity remaining for cargo 5,513 "
Cubic measurement of cargo as carried 303,085 cu.ft.
Cubic measurement of 5,513 tons of rails as per Santos B/L 9, 18 cu. ft. to ton 99,234 "

Leaving unoccupied 203,851 "

7814 Revenue from 5,513 tons of rails at $6.60 per ton $36,385.80
Average rate on rails per cu. ft. on measurement occupied by cargo in the actual voyage (303,085 cu. ft.) 12c per cu. ft.
Average rate on cargo actually obtained this voyage 24 3/10c per cu. ft.

Analysis of manifest Hamburg Line S. S. SANTA URSULA voyage from New York to Brazil December 6, 1912.

7815 Revenue earned per cubic foot on steel rails carried with general cargo.

Deadweight capacity of steamer (tons) 6,300
Cubic capacity of steamer 311,690 cu. ft.
Weight of cargo carried as shown on manifest 10,659,160 lbs. or (tons) 4,758

Deadweight capacity in excess of cargo carried 1,542
7816 For dunnage and stores 150

Available for coals 1,392
(at 25 tons per day consumption, about 55 days steaming ample for round voyage New York to Santos 10,277 miles trip coaling at windward islands on return voyage)
Extract from manifest Santos
B/L 45 Rails and fittings 140,650# (62.79 tons)
870 cu. ft. (at 8.40) $527.44

From the above figures one ton weight stows in a little less than 14 cu. ft. which gives:

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cu. ft. to ton	rate per ton:		7817
14	$8.40	60c per cu. ft.	
Total cargo carried measured		279,578 cu. ft.	
Total freight revenue		$59,276.13	
Average rate per cu. ft. on all cargo carried		21 2/10c per cu. ft	

Comparison with preceding of this same steamer if loaded with full cargo of rails at same rate.

Deadweight capacity of steamer	6,300 tons	7818
For coals and stores	1,542 "	
Deadweight capacity remaining for cargo	4,758 tons	
Cubic measurement of cargo as carried	279,578 cu. ft.	
Cubic measurement of 4,758 tons of rails as per Santos B/L, 14 cu. ft. to ton	66,613 "	
Leaving unoccupied	212,966 "	
Revenue from 4,758 tons of rails at 8.40 per ton	$39,967.20	7819
Average rate on rails per cu. ft. on measurement occupied by cargo in the actual voyage (279,578 cu. ft.) would be	14 2/10c per cu. ft.	
Average rate on cargo actually obtained this voyage	21 2/10c per cu. ft.	

Petitioner's Exhibit 319.—Montgomery 1490. 7820

The increases in the rates which the conference lines charged the Steel Company for the carriage of barb wire to the different ports were as follows:

BAHIA

Average f. f. a. rate 1909	$4.00
" " " 1912	8.00
Increase	4.00
Percentage of increase	100%

AGE CUT OFF

7821 RIO DE JANEIRO

Average f. f. a. rate 1909	$3.83 per ton
" " " 1912	6.30 per ton
Increase	2.47
Percentage of increase	63%

PERNAMBUCO

Average f. f. a. rate 1909	$4.00
" " " 1912	9.60
Increase	5.60
Percentage of increase	140%

7822 SANTOS

Average landed rate 1909	$3.83
" " " 1912	7.65
Increase	3.82
Percentage of increase	100%

FLORIANOPOLIS

Average f. f. a. rate 1909	$7.20
" " " 1912	9.00
Increase	1.80
Percentage of increase	25%

7823 PELOTAS

Average f. f. a. rate 1909	$ 7.50
" " " 1912	12.00
Increase	4.50
Percentage of increase	60%

PARANAGUA

Average f. f. a. rate 1909	$ 7.20
" " " 1912	9.00
Increase	1.80
Percentage of increase	25%

7824 PORTO ALEGRE

Average f. f. a. rate 1909	$ 8.00
" " " 1912	12.00
Increase	4.00
Percentage of increase	50%

RIO GRANDE DO SUL

Average f. f. a. rate 1909	$ 7.20
" " " 1912	9.60
Increase	2.40
Percentage of increase	33⅓%

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MR. GERHARD IN THE CHAIR.

476. S. S. Voltaire—L. & H Line report sailing to-day with about 50,000 cu. ft. Brazil cargo.

477. S/S "CROWN PRINCE", scheduled to sail June 25th for Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos. She has 135,700 cu. ft. of cargo engaged, included in which are 32,800 cases Kerosene, 1400 bbls Rosin, 2350 bbls. Flour and 260 tons Trolley Poles. 7826

487. L. & H. Line report the S/S Byron—scheduled to sail July 2" for Bahia, Rio & Santos.

479. Galicia scheduled to sail July 10th for Perno, Bahia Rio de Janeiro & Santos.

480. L. & H. Line report S/S Verdi scheduled to sail July 20"—for Bahia, Rio Santos.

7827

481. S. S. Castillian Prince scheduled to sail July 24th for Pernambuco Bahia Rio Jan & Santos.

At this point Mr. Daniels withdrew from the Meeting.

482. LLOYD BRAZILEIRO. S. S. "TOCANTINS" finished and sailed on the 16th.

S. S. "TAPAJOZ" is at her loading berth but is not working and apparently has nothing on board.

7828

S. S. "BRECONSHIRE" is advertised for July 14th. The Lloyd are also reported to have closed the

S. S. "POLARSTJERNEN" for last half July loading.

The Lloyd are now actively quoting for oil for July and August at 13c and have made quite a few engagements at this rate for July and August; quantity, however, has not been definitely ascertained. They are also quoting 65c per barrel landed on rosin to Pernambuco.

AGE CUT OFF

7829

484. *Corrected*

Particulars of Steamers Sailed.

From July 1, 1908 to May 31st 1909.

Owners	Cargo Carried Cu. ft.	Per % Cargo Carried	Bale Space Unused Cu. ft.	Total Freight Tons	Total Earned	Total Contrib. to P
Lamport & Holt	1 511 257	41.7	417 864	38 159 920	$246 981.28	$ 91 042.41
7830 Hamburg Lines	1 068 820	29.4	632 725	26 556 761	131 830.59	36 998.76
Prince Line	1 050 635	28.9	448 662	25 711 529	125 140.97	33 532.45
Total	3 630 712	100%	1499 251	90 428 210	$503 952.84	$161 573.62

483. The following pro forma accounts are submitted subject to paragraph 357 of Minutes dated March 31, 1909
S. S. Italian Prince Nov. 10, 1908 corrected.
S. S. Tennyson June 14, 1909.

7831

Petitioner's Exhibit 328.—Record 1491.

June 30, 1909. Mr. Gerhard in the Chair.

485. The minutes of last meeting are approved up to and inclusive of paragraph 481.

487—old 482
488 " 483
489 " 484

486. The following ruling was agreed——

7832 The minutes of the Committee are open to record of any matter—desired to be so recorded by any member of the agreement under which the committee is organized.

490 For matter of reference the Lamport & Holt Line desire to report the following empty space at sailing on the following steamers:

S S Voltaire	Dec. 20th,	80,000 cu. ft.
Cavour	Feb. "	20,000 "
Voltaire	March "	100,000 "
Verdi	April "	10,000 "
Voltaire	June 23rd	40,000 "

This space was available for Brazil cargo.

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491. The German and Prince Lines protest at the tender 7833
of the above vacant space by the Lamport & Holt Line at this late date, in view of the fact that the above steamers only tendered 20,000 feet each for Brazil cargo, and the German and Prince Lines are of the opinion that had the space referred to above been tendered on the market for cargo, kerosene and other staple cargo could have been secured on a basis which would have left a profit for the Pool. The space never having been put on the market, it cannot now be considered as vacant space available for Pool cargo. 7834

492. S. S. "Voltaire" sailed on the 23rd instant for Bahia, Rio de Janeiro and Santos had on board 58,184 feet of cargo, including 600 barrels of rosin. Her freight list amounted to $10,432.17.

S. S. "Crown Prince" sailed June 25th for Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos. She had 148, / 62 cu. ft. of cargo, including 32,800 cases Kerosene, 1400 bbls. Rosin, 2350 bbls. Flour and 260 tons Trolley Poles. Her freight list amounted to $17,686.19. She had 22,688 cu. ft. of bale space. 7835

494. L & H report S. S. Byron—is scheduled to sail July 2nd for Bahia Rio & Santos.

495. S. S. "Galicia," scheduled to sail July 10th for Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos.

496. L. & H. Line report S. S. Verdi—is scheduled to sail July 20 for Bahia Rio & Santos.

497. S/S "Castillian Prince," scheduled to sail July 24th for Pernambuco, Bahia, Rio de Janeiro and Santos. 7836

495. Lloyd Brazileiro. S. S. "Topajos," it is understood, will sail to-day, but this morning is only drawing 11'6" forward and 15'6" aft and apparently has very little cargo on board—probably considerably under 1000 tons.

S. S. "Breconshire" is still advertised for July 14th, and the

S. S. "Polarstjernen" for July 28th.

The Lloyd continue to take oil for July and August at 13c and rosin at 45c per barrel, f. f. a.

The following pro forma accounts are submitted subject

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7837 to paragraph 357 of Minutes dated March 31, 1909.

S. S. Sieglinde Dec. 24, 1908 corrected.
S. S. Corrientes June 3, 1909.
S. S. Desterro " 10, "

502. Lamport & Holt Line desire to point out to their colleagues that according to terms of agreement the tariff on lubricating

that although agents
including L & H agents—agree

7838 is fixed—and to put lub oil in list of staples Sept. 16 10/06 such procedure has not been confirmed by their L & H principals

497. 500. TARIFF L & H Line request that the Santos rate on lubricating oil be revised to 2.35 per bbl. 20c per cu. ft. on cases.

501. German and Prince Lines do not consider it expedient under existing circumstances to advance the rate of freight on Lubricating oil.

7839

Petitioner's Exhibit 329.—Record 1491

July 7, 1909. Mr. Daniels in the Chair.

503. The agents met but adjourned as there was no business to consider.

504. LLOYD BRAZILEIRO still advertise as "Breconshire" July 14th, and the ss "Polarstjernen," for the 28th of July; both steamers are here but neither have started to load.

The Lloyd appear to be quoting 14c now on oil.

7840 "TOPAJOZ" sailed from Norfolk on July 4th with 1800 tons cargo coal also loaded at Norfolk 1700 tons bunkers.

Petitioner's Exhibit 330.—Record 1491.

July 14, 1909.

Mr. Daniels in the Chair.

505. Agents met and several matters were discussed and tabled.

506. Lloyd Brazileiro—are reported to have chartered the S/S "Ferndene"—6300 tons 1st half Aug. loading £800 per m.

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And are in the market for a second boat to load in Aug.— 7841
Breconshire sails to-day bookings 5000 Cases Oil— Victoria 15c—9000 Cases Rio 13c—5000 Cases Santos—13c—10000 Cases Rio Grande 20c—3000 Reels Wire—Rio Grande Quantity Steel Products mid-Brazil.

15th July

It is understood her lower holds are all full. Her No. 2 tween decks empty & her No. 3 tween deck part empty & she is loading a large quantity of gasoline in her No. 1 twee' deck.

F E & Co.
C W B 7642

Petitioner's Exhibit 331.—Record 1491.

July 21, 1909.

Mr. Daniels in the Chair.

507. Agents met for a general discussion.

508. Breconshire is understood to have carried the following oil at following rates.

Perno	6000 c/s	a/c	Thomsen & Co	14c
Bahia	10100 c/s	a/c	W. E. Peck & Co	13c 7843
Victoria	5000 c/s	a/c	Grafenhorst & Co	15c
Rio Jan	13000 c/s		Muller Schall & Co	13c
do	23000 c/s		W. E. Peck & Co	11c & 12c
Santos	5000 c/s		G. Amsinck & Co	13c
Rio Grande	10000 c/s		W. E. Peck & Co	18½

Polarstjernen started to load to-day & it is understood she has a large quantity of oil—

Ferndene is advertised to sail Aug. 14th.

Nordpol has been chartered for one or two round trips at 2/6 & it is understood will sail about end of August. 7844

509. The Lloyd are reported to be quoting rates as follows on case oil.

Pernambuco)		
)		
Rio Jan)		
:		
Santos)	13c	per case
Paranagua	18c	"
Rio Grande do Sul	19c	per case
Port Alegre	21c	"

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7845 It is understood they also quote the same price per case that the lines have been quoting per foot on gasoline.

510. The following pro forma account is submitted subject to paragraph 357 of minutes dated March 31, 1909.

S. S. Voltaire June 23, 1909.

Petitioner's Exhibit 332.—Record 1491.

July 28, 1909.

Mr. Daniels in the Chair.

7846 511. A. Agents met and confirmed cables—July 28, 1909.

512. A. S. S. POLARSTJERNAN. This steamer is working 4 gangs, 2 gangs at No. 2 Hold, loading Pernambuco flour. Considerable space in holds, and 'tweendecks part empty. No. 3 Hold working 1 gang on Pernambuco flour; lower hold half full; tweendecks full excepting square of hatch. No. 4 working gasoline on deck. Sails 5 P. M. Steamer is very light. It is understood she calls at Newport News for cargo coal.

7847 513. A The following pro forma accounts are submitted subject to paragraph 357 Minutes dated March 31, 1909.

Sieglinde	Dec 24/08	Corrected
Corrientes	Jany 9/09	"
Siegmund	May 10/09	"
Crown Prince	June 25/09	

L. & H. Line object to Crown Prince including trolley pulleys in 75% freight.

7848 512. The following sailings were announced for August.

Tennyson	L & H Line	5 Aug.
Ripley	German Line	about 10 Aug
Vasari	L & H Line	20 Aug
Castillian Prince	Prince Line	25 Aug

513. Lloyd Braz advertise

Ferndene	14th Aug
Nordpol	28th Aug

for Mid Brazil ports—

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Ferndene is at her loading berth but is not working. They are reported to be still booking kerosene at 13c per case for Aug & Sept. 7849

514.A With reference to resume of years business as above the German & Prince Lines call attention to the fact that the unused space quoted for the Lamport & Holt Line includes 250,000 cu. ft. to which protest was made in Minute 491.

515. *Particulars of Steamers Sailed*

From July 1, 1908 to June 30, 1909. 7850

Owners	Cargo Carried Cu. ft.	Per% Cargo Carried	Bale Space Unused Cu. ft.	Per% Bales S. Tend	Total Freight Tons	Total Earned	Total Con to Pool
Lamport & Holt	1699 101	40%	670 364	39.3	42 767 377	$274 443.72	$100 761.56
Prince L	1194 750	28.1	471 350	27.7	31 234 353	141 903.96	37 402.99
Hamburg Lines	1353 764	31.9	632 725	33-	34 100 339	166 472.85	45 573.49
Total	4247 615	100%	1774 439	100%	108 102 069	$582 820.53	183 738.04

E. V. E. 7851

New York August 4-1909.

Petitioner's Exhibit 333.—Record 1491.

August 11- 1909.

Mr. Daniels in the Chair.

516. Agents met for general discussion.

517. Referring to Minutes of Aug 4/09, the number of minutes have been duplicated and is hereby agreed to correct same to read 511 a to 514 a. Holders of copies are requested to make the necessary corrections. 7852

518. Referring to paragraph No. 513 in Minutes of July 28th, in which the L. & H. Line object to "CROWN PRINCE" including trolley poles in 75% freight, Prince Line desire to point out that in pro forma account of S/S "CORRIENTES," dated June 3rd, 125 poles 35 to 40 ft. long were charged in like manner, and no objection was raised by the L. & H. Line.

It had been agreed by the Agents in computing freight on trolley poles over 30 ft. shipped under contract of the

AGE CUT OFF

7853 Rio de Janeiro Tramway Co., to treat same on same basis as heavy lifts.

519. Lloyd Brazileiro—Ferndene is working slowly & it does not appear that she will have a full cargo available in time for her advertised sailing date of Aug 14th. S/S Nordpol is still advertised for August 28th—No fixture of tonnage for September have been reported.

The Lloyd are reported to be quoting kerosene at 13c for September & October—

7854 **Petitioner's Exhibit 334.—Record 1491.**

520. Agents met for general discussion.

521. Prince Line desire to place on record, the following particulars of steamers sailed from July 1, 1908 to June 30, 1909.

PARTICULARS OF STEAMERS SAILED.

From July 1, 1908 to June 30, 1909.

7855 Owners	Cargo. Carried Cu. Ft.	Per % Cargo Card	Bale space Unused Cu. Ft.	Per % Bales S. Tend	Total Freight Tons	Total Earned	Total Con to P
Lamport & Holt	1699,101	40 -	420,364	27.6	42,767.377	$274,443.72	$100,761
Prince Line	1194,750	28.1	471,350	30.9	31,234.353	141,903.96	37,402
Hamburg Lines	1353,764	31.9	632,725	41.5	34,100.339	166,472.85	45,573
Total	4247,615	100%	1524,439	100%	108,102.069	$582,820.53	$183,738

7856 This statement does not include Bale space unused, as given by Lamport & Holt Line, in minute No. 490 as follows.

S.S. "Voltaire,	Dec 20, 1908	80,000	cubic feet
" "Cavour,	Feb " 1909	20,000	"
" "Voltaire"	Mch " "	100,000	"
S.S. "Verdi"	Apl 20, 1909	10,000	cubic feet
" "Voltaire"	June " "	40,000	"
	Total	250,000	"

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522. Lamport & Holt Line object to above minute of Prince Line—and claims that in any so-called statement the full figures of the Lamport & Holt Line should be included—The Lamport & Holt further question the accuracy of the figures in above minute. 7857

523. Prince Line desire to point out that this statement was made up by the secretary, and is entitled to the same credence as all other statements issued by him.

524. German Lines call attention to Minutes 514 A and 491 dealing on above Minutes— 7858

525. Referring to Prince minute 521/523—the figures were made up by the Sec'y at the request of the Prince Line and are not accepted or recognized as official by the Lamport & Holt Line.

526. Prince Line desire to call attention to the fact that the statement in question is based on the figures as originally furnished by the Lamport & Holt Line as recorded in the minutes.

The privilege of personal record on minutes being claimed in present instance by the Prince Line. 7859

527. Lamport & Holt Line agents without quite understanding the object of the Prince Line in desiring to record the above minutes would say in reply to their last minute that the figures furnished throughout the year by the Prince Line are questioned both as regards draft of steamers at time of sailing and space unused.

528. Busk & Daniels report that the agreement made under date of the 2nd January, 1909, with Mr. Rodney D. Chipp, for account of the Bahia Tramway, Light & Power Co., has been terminated by notice from Mr. Chipp dated the 4th August and to take effect 1st October. 7860

New York, 18th August, 1909.

529. Lloyd Brazileiro.

S. S. Ferndene sailed August 14th. It is understood she calls at Norfolk for cargo coal.

"Nordpol" is advertised to sail August 28th.

No steamers are advertised for September for Mid Brazil ports & no fixtures of tonnage have been reported.

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7861 **Petitioner's Exhibit 335.—Record 1491.**

August 25, 1909.

No. 530. Agents met for general discussion.

531. LLOYD BRAZILEIRO. S. S. "NORDPOL" is advertised to sail on the 28th. She is working case oil and at present is very light, viz: 10-2 forward and 13' aft.

The Lloyd are advertising the S. S. "HAMILTON" to sail Sept. 14th for mid-Brazil ports.

It is reported that the S. S. "POLARSTJERNEN" only loaded bunker coal at Norfolk, amounting to 1049 tons,
7862 and that the S. S. "FERNDENE" also only loaded bunker coal at the same port, amounting to 1218 tons: no cargo; coal on either steamer.

It is reported that the S. S. "SAO PAULO," the new Brazil steamer, is on her way out to Rio de Janeiro for registry; also that the S. S. "PURUS," late the "RASDARA," is also on her way out from the U. K. to Rio de Janeiro for registry.

A prominent merchant reports that he is receiving a number of orders from Brazil, especially from North
7863 Brazil ports, to make shipments by the Lloyd Brazileiro, and as copies of these orders are also handed him by the Lloyd office here, it is evident that the Lloyd are making a very thorough canvass amongst the importers in Brazil with a view to getting them to order the New York merchants to ship by the Lloyd Brazileiro.

Lloyd are still reported to be booking September & October Kerosene at 13c per case—

Petitioner's Exhibit 336.—Record 1491.

September 1—1909.

7864 533. Agents met for general discussion.

534. The following sailings were announced for Sept.

Byron	Lamport & Holt Line	Sept 4
Desterro	Hamburg Lines	Sept. 10
Voltaire	L & Holt Line	Sept. 20
Grecian Prince	Prince Line	Sept. 25

535. LLOYD BRAZILEIRO.

S. S. Nordpol sailed 28th Aug. with apparently very little cargo—It is understood she calls at Norfolk for coal.

S. S. Hamilton is advertised for Sept. 14th

No further fixtures are reported or advertised—

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Petitioner's Exhibit 337.—Record 1491. 7865

September 3, 1909.

536.

Sept. 2, 1909.

Messrs. Busk & Daniels,
Agents, Lamport & Holt Line,
Produce Exchange, City.

Messrs. Paul F. Gerhard & Co.,
Agents, Prince Line, Ltd., 7866
8/10 Bridge St., City.

Dear Sirs:

At a meeting held yesterday, the Secretary's books were examined and passed, and the Secretary was requested to make type-written extracts of his accounts and include them in the minutes of the meeting; no minute, however, was passed making this request, as it has not been customary to pass such a minute, but it was distinctly 7867
understood at the meeting that the accounts referred to should accompany the minutes.

It now transpires that as Mr. Daniels was not present at the meeting, he objects to the accounts being admitted, and while we claim the right of record of the accounts in question, as they were duly passed in yesterday's meeting, at which meeting the Lamport & Holt Line's accredited representatives were present, at the same time, we are willing that a special meeting be held at eleven o'clock to-morrow morning, and herewith request the parties in- 7868
terested to be present at said meeting, the above accounts to be then presented, failing which, we demand of the Secretary that the accounts be copied and sent us, as agreed, in time to go forward by Friday's mail.

Yours very truly,

FUNCH, EDYE & Co.,
per

CHB/G

2 537. Secy presented his accounts 1st July 1908 to 30th June 1909 as per copies attached— *Over*

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7869 3 Sec a/cs

The Lamport & Holt Line agents agree to the Secy tabulating the present accounts—from the figures furnished him by the Lines during the year—but the Lamport & Holt Line agents do not accept the accounting—as more than statistical and proforma—

The Lamport & Holt Line agents claim that the figures furnished by their colleagues during the year on the sailing of their steamers are disputed and the whole pool
7870 figures & settlement open to final adjustment of principals.

Petitioner's Exhibit 338.—Record 1491.

January 12, 1910.

Mr. Gottheil in the Chair.

591. S. S. "Corrientes" sails to-day, the 12th January, for Cabedello, Pernambuco, Bahia, Victoria, Rio de Janeiro and Santos. She has a cargo of 132,134 cu. ft.,
7871 which includes 25,350 cases of oil, 5050 barrels of flour, 1300 sacks of flour and 150 barrels of rosin. January 12/10.

592. Verdi. Scheduled for 20" inst Bahia Rio and Santos has about 45,000 cu. ft.—no oil.

New York January 12, 1910.

S/S "Grecian Prince":—scheduled to sail January 25th, for Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos. Engagements amount to 63,300 cubic feet, including 17,000 cases Kerosene, and 2 Locomotives.

7872 594. Tennyson—scheduled—Feb. 3—Bahia Rio & Santos—has about 65,000 cu. ft. including 15,000 cs. oil 100 bbls asphalt—4 Locos

595. S. S. "Galicia," scheduled to sail 10th Feby for Perno, Bahia, Rio Jan & Santos has 54,000 cu. ft. of cargo engaged, including 24,000 cases of oil.

596. Vasari—scheduled to sail 20 Feb—for Bahia Rio & Santos has abt 4000 cu. ft. engaged.

597. S. S. Castillian Pr scheduled to sail Feby 25th for Pernambuco Bahia Rio de Janeiro & Santos has no cargo engaged.

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598. Lloyd Brazileiro. 7873
Topajoz is scheduled for 15th Jany.
Sao Paulo has arrived & is advertised for Jan 28th.
S. S. Oseola is reported fixed for trip down at ¾1½.

Petitioner's Exhibit 339.—Record 1491.

January 26, 1910.

Mr. P. Gottheil In the Chair.

608. The S/S "Verdi" sailed on the 20th instant for Bahia Rio de Janeiro and Santos. She had 79,793 feet cargo including one (1) locomotive. 7874

609. S/S "Grecian Prince," sailed January 25th, for Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos. Her cargo amounted to 79,631 cu. ft., which includes 17,000 c/s Kerosene, 190 bbls. Rosin, and 2 Locomotives.

610. The S/S "Tennyson" scheduled to sail February 3rd, 1910 for Bahia Rio de Janeiro and Santos. She has at present engaged 126,000 feet cargo including 19,000 cases of Oil and four (4) locomotives.

611. S. S. "Galicia," scheduled to sail February 10th, for Pernambuco, Bahia, Rio de Janeiro and Santos, has 7875 47,800 cu. ft. of cargo engaged, including 14,200 cases of oil, 60,000 sup. ft. of lumber, 300 tons of Pyrites and 200 tons of rails.

612. The S/S "Vasari" scheduled to sail on the 19th February for Bahia Rio de Janeiro and Santos. She has at present engaged 10,000 feet cargo.

613. S/S "Castillian Prince," scheduled to sail February 25th for Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos. Her engagements amount to 33,000 cu. ft., included in which are 14,000 c/s Kerosene. 7876

Petitioner's Exhibit 155.—Record 1492.

Per "Oceanic" via Queenstown.

Liverpool, 17 August, 1909.

Messrs Busk & Daniels,
New York.

Dear Sirs,

Brazil.

We have so far not come to any agreement with the Prince and Hamburg Lines for a continuance of the pool-

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7877 ing arrangement after 30 June last and it seems more than likely that nothing further will be done until after the holiday season, say towards the middle of next month. We of course do not contemplate the renewal of an agreement which entails our paying away so much of our earnings to the other lines and we have been considering how we could best arrive at an arrangement which would obviate this. It seems to us that while our steamers may not be entitled to any higher carrying-rate on staples than the other lines we certainly have a right to a greater share of the
7878 freight earned on tariff-rated goods, say those fixed at 20c per cubic foot or over as per agreement. We have been wondering therefore whether you could have a statement prepared showing the tonnage of this latter class of cargo carried by all the lines for the 12 months ended 30 June last as compared with the tonnage and earnings of the staples or rough material. Our view would be for the lines to get a very much higher carrying rate on the better-class cargo, say $4 a ton or more as against the $1.25 now paid. We shall be glad if you will give this matter attention, sending us the desired statements at the earliest pos-
7879 sible opportunity.

With reference to the summary of tonnage etc. for the last pool year, the vacant space figures do not agree with the total of those declared in the minutes for individual voyages, and we shall accordingly be glad if you will send us a list showing the vacant space claimed by all the steamers. We understand that such a list was supplied to the Prince and Hamburg Lines and withheld from us.

Yours truly,

LAMPORT & HOLT.

7880

Petitioner's Exhibit 156.—Record 1492.

Per "CAMPANIA" via Queenstown.

Liverpool, 10 September 1909

Messrs Busk & Daniels,
New York.

Dear Sirs,

SOUTH AMERICAN TRADES.

We have a number of your letters under this heading which have remained unacknowledged but of which many

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do not call for special comment, the matters mentioned 7881
therein having mostly been settled by cable messages either direct or, in the case of Brazil questions, through the London Secretary.

The settlement of the pool for the year ended 30 June last will be a matter of some difficulty when the time comes and we are not now going to enter into the many details which will come up for consideration. In the meantime we have noted that you have challenged the Prince Line figures and we shall be hoping that you may eventually be able to substantiate your charges against this line. We 7882
know too well to our cost how tricky they are in pooling or other agreements and it is for this reason that we have declined in the meantime to enter into any partnership with them. It seems more than likely that during the present six months we may each of us be able to retain our earnings.

We take note that Messrs. Gerhard and Funch, Edye & Co are making a claim upon you in respect of pool commissions, and you will very naturally defer any payment to them until the accounts have been settled as between the 7883
principals. It will then be possible for you to deduct any monies which may be due from Messrs Gerhard to us on the old account, and more especially in respect of commissions on deferred rebate.

Lage Brothers. We are sorry there is nothing to put to your credit on this account.

We cannot agree the claim of the Prince and Hamburg Lines to 75% of the freight on trolley poles on account of these being over 30 feet in length. The agreement is perfectly clear as to the class of cargo on which this allow- 7884
ance is made, and the poles are not heavy lifts.

Yours truly,

Lamport & Holt.

Petitioner's Exhibit 109.--Record 1492.

(Copy)

Memorandum of Agreement made between Messrs. Lamport & Holt, of Liverpool and London, Messrs Rob. M. Sloman & Co., of Hamburg, and Mr. James Knott, of

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7885 NEWCASTLE-ON-TYNE, on behalf of THE PRINCE LINES OR COMPANIES.

.....(On margin in pencil)

EXPIRED. "Feby 28, 1909.

OUTWARD TRADE.

1. That sufficient departures, fixed for the present at seven per month (say at intervals of five days), be provided for the maintenance of the trade between New York and/or
7886 other North Atlantic United States ports and the Brazilian ports south of, and including Cabedello (Parahyba), to be allotted in the following proportions and despatched as nearly as possible as follows, viz:—

Messrs. Lamport & Holt, three sailings per month, say one on the 5th and two on the 20th of each month.

Messrs. Rob. M. Sloman & Co. and the Prince Line two sailings each per month, say on the 10th, 15th, 25th and 30th of each month.

Messrs. Lamport & Holt's steamers despatched on the
7887 5th and 20th of each month are to proceed to Bahia and Rio de Janeiro, calling off Pernambuco, as heretofore. Their second departure of the 20th of each month, together with those despatched by the Prince Line on the 10th and 25th, and those of the Sloman Line on the 15th and 30th of each month, to serve the trade to the other Brazilian ports as occasion may demand; but these latter steamers, that is, those of the Prince and Sloman Lines, and Messrs Lamport & Holt's third departure in the month, to be chartered and paid for not less than two ports, whether proceeding in the option of the Committee to two
7888 ports or not. Both the Prince and Sloman Lines have the privilege of alternately berthing one of their steamers each month for Rio de Janeiro, in addition to the two steamers of Messrs. Lamport & Holt, whether sufficient cargo offers for Rio de Janeiro or not, but such steamers to be despatched on a date as equi-distant as possible between Messrs. Lamport & Holt's dates. Further, that when the Prince and Sloman boat, as aforesaid, does not load for Rio de Janeiro, she may proceed to Santos.

It is also agreed that Messrs. Lamport & Holt have the option each alternate month of proceeding to Santos, either

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with their regular steamers of the 5th or 20th of each month, or their second departure of the latter date. 7889

In the event of the trade not warranting so many departures, it is agreed that Messrs. Lamport & Holt will reduce their sailings to a minimum of two sailings per month, Messrs. Sloman and the Prince Line reducing theirs in proportion.

Each steamer must give at least three clear working days for unloading, unless otherwise mutually agreed in Committee.

Should any further increase in tonnage be necessary to meet the requirements of the trade, such increase to be provided pro rata by all the three Lines. 7890

2. Each steamer despatched as above to be chartered by the Syndicate formed by the three Lines for 90,000 cubic feet cargo (for which she must find space under deck, or in the poop, or in such part of the ship as shall be deemed a proper place for stowage) or such smaller or larger amount of cargo as may be mutually agreed, it being understood that no steamer is to be permitted to carry cargo in excess of 90,000 feet, except by agreement made between the members of the Syndicate or their agents, and in the event of any excess quantity being carried the rate of chartered freight payable on the same to be only three cents per cubic foot, except in cases where the excess is dangerous cargo carried on deck, when the full chartered rate on such deck cargo shall be due to the steamer. The rate of charter to be adjusted from time to time, but a trial to be given to the following rates, payable on the chartered quantity: say. New York to one Brazilian port, eight cents United States Gold, per cubic foot, with an additional cent per cubic foot for either each additional port of discharge in Brazil or port of loading in the United States, which will be applicable to steamers of the three lines proceeding to Rio de Janeiro or Santos under the conditions named in the preceding clause. It will be understood that the measurement capacity of each steamer will be verified at New York or elsewhere by a person appointed for that purpose by the Syndicate or their agents. 7891 7892

3. Each charter to be debited, and each steamer to be credited with an amount per ton carried to cover all steve-

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7893 doring and lighterage (except lighterage at Santos), and with the cost of forwarding any cargo taken at through rates to ports to which the steamer does not herself proceed. Further, with any commissions paid to loading brokers or others at New York or elsewhere, and with proper charges on the freight.

4. The cost of stevedoring and reception charges at New York and lightering and landing charges at the Brazilian ports to be fixed for the present, but subject to readjustment from time to time approximate to the actual
7894 cost, as follows:—

Pernambuco,	inside	$1.60 per ton.
	outside	2.85 "
Bahia	....	3.35 "
Rio de Janeiro	....	2.35 "
Santos	....	1.35 "
Maceio, Parahyba, Victoria	....	1.60 "

all less 10 per cent. At any other port the actual cost to the steamer to be paid.

7895 5. The profits or losses (as the case may be) made by the Syndicate to be divided in the following proportions, say:—

Messrs. Lamport & Holt	..... three-sevenths.
Messrs Rob. M. Sloman & Co.	..... two-sevenths.
The Prince Line	..... two-sevenths.

provided each line furnishes its agreed proportion of sailings the aggregate chartered capacity of which shall not be more than 20 per cent less than such agreed proportion of sailings multiplied by 90,000 cubic feet. Should any
7896 Line fail either to provide its agreed proportion of sailings or of chartered space as provided above after having been called upon by the agents to do so, such Line's share of the profit shall be proportionately reduced, its contribution to any loss, however, remaining as first provided. It is clearly understood that none of the parties to this agreement are to retain for their own individual benefit any profits, commissions, rebates, or returns of any kind whatsoever, but that the same are in all cases to be credited to the charter or charters. All passage money and intermediate freight to be for owners own account.

6. A loading commission of 5 per cent to be paid by all the Lines to their respective agents in New York and to be placed in a pool for division in the following proportions, viz: 7897

Messrs. Lamport & Holt's agents	three-sevenths.
Messrs. Sloman & Co's agents	two-sevenths.
The Prince Line's agents	two-sevenths.

7. A committee to be formed in New York composed of members of the firms of agents or brokers representing the different Lines, which will hold regular meetings at an appointed place. No meeting to be held without a representative of each line being present, and all decisions to be unanimous. The chair to be taken alternately for periods by each party, say for 22 weeks of the year by the agents of Messrs. Lamport & Holt, and for 15 weeks each by those of the other parties. 7898

8. An office to be opened where the committee will meet and at which the accounts of the Syndicate will be kept, an independent secretary being appointed to attend to the work. All accounts and manifests to be lodged as soon as possible after the sailing of each steamer, together with a check for the approximate balance of profit (if any) pending final settlement. In the event of any steamer making a loss the amount of same to be made good to her agents out of pool funds within ten days of sailing. Should there be no funds, then by a contribution from each party in their respective proportions. 7899

9. A banking account to be opened in the name of the United States and Brazil Steamship Syndicate, all checks being signed jointly by the respective agents of the three Lines. Balance sheet and account to be made up and settled half-yearly. 7900

10. A tariff of rates from New York to be drawn up and to be strictly adhered to without any modification whatever, except as far as they may be altered by agreement in meeting. All enquiries received by any of the parties regarding machinery locomotives, wagons, boilers, iron or other cargo, not of an ordinary nature, not included in the tariff, to be at once reported to all the other parties, and rates agreed upon before any quotation is given.

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7901 HOMEWARD TRADE.

11. Homewards, the coffee carried by the Syndicate Lines from Brazilian ports to United States ports north of and including Norfolk to be pooled on the basis of 3,000,000 bags to be divided in the proportion of three-fifths to Messrs. Lamport & Holt, one-fifth to Messrs. Rob. M. Sloman & Co., and one-fifth to the Prince Line. Messrs Lamport & Holt only to be at liberty to carry their proportion in such number of steamers as may suit their convenience,
7902 the other Lines being bound not to despatch more than 24 steamers each per annum from the Brazilian coffee ports to New York. Any increase or decrease on the 3,000,000 bags to be divided pro rata. Each of the parties to be at liberty to send their steamers to the Northern Brazil ports for sugar or other cargo excepting coffee, as may suit their convenience and for their own account. The rates of freight on all articles excepting sugar from such ports to be agreed upon.

7903 If by agreement between the principals the departures of the Sloman and Prince Lines from New York to Brazil exceed 24 steamers per annum, such additional steamers over and above this number to be entitled to load coffee back from Brazilian ports to New York. The contribution of each Line to Messrs. Bucknall's or any other guarantee in money or bags that may have to be made shall be in the proportion in which each of the respective Lines share in the coffee trade.

7904 12. Sufficient tonnage to be placed on the berth at approximately regular intervals by each Line at the coffee ports for the carrying of their respective proportions of coffee, but should the 24 steamers each allowed to the Prince and Sloman Lines not suffice to carry their respective proportions no reduction shall be made in their share of the pool provided the vessels supplied are each not less than 35,000 (thirty-five thousand) bags available capacity on average. No steamer to be bound to remain longer than a fortnight at Rio de Janeiro or three weeks in all at Rio de Janeiro and Santos, including the time occupied for discharging and loading.

13. The rate of freight on coffee to be fixed in Conference between the respective agents of the Lines at the loading ports, and maintained at the highest possible level, no alteration therein to be made except by agreement. Further, no rebates or discounts of any kind whatsoever are to be given or allowed by any of the Lines except with the consent of the others. 7905

14. Any breach of agreement in respect of the rates of freight or agreed conditions as regards coffee to be punishable with a fine of £100 and a forfeiture of the whole of the freight earned through such a breach, the amount of such penalty and forfeiture to be divided equally between the other parties. Provided, however, that if in case of the breaches being committed through inadvertence or without the knowledge on the part either of the party offending, or his agents or employes, then the said penalty of £100 shall not be exacted, but the gross freight earned through such breach shall, notwithstanding, be forfeited and divided as above stated. 7906

15. It will be understood that each party will use their best endeavors at all times to carry their proper proportion of coffee, and in the event of any of them having exceeded their share during the crop season they shall pay to the other parties who may not have carried their allotted quantity any excess of freight on average earned over and above 15 cents and 5 per cent per bag, excepting in such cases where the excess payable to any one Line exceeds 100,000 bags, in which case such excess over 100,000 bags shall be carried at 17½ cents and 5 per cent. 7907

16. In making an adjustment all rebates or allowances paid to shippers or consignees to be taken into account, it being agreed that each party is entitled to the full average rate of freight throughout the year on their allotted quantity of coffee. 7908

17. In the event of any of the parties to this agreement starting a service in which they have not already been engaged previously, and by which they are entering into competition with any trade in which the other parties to this agreement are at present engaged, it will be compe-

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7909 tent for any party whose trade may be so interfered with to withdraw from this agreement forthwith.

18. Should any unforeseen contingency arise not contemplated under this agreement the same shall be taken into consideration and, if possible, provided for.

19. This agreement shall remain in force until the 30th day of June, 1906, and shall continue thereafter year by year subject to the rights of the parties, or any of them, to put an end to it on the 30th June of any year by giving
7910 three months previous notice to the other parties, such notice to be in writing, and to be posted or left at the usual place of business of such parties, but no forward quotations or contracts to take effect after the termination of this agreement shall be made or entered into during the period of any notice to terminate, nor shall offers of future freight at rates lower than the tariff be sought, or asked for, or accepted during such period.

20. Should any claim be made under this agreement by
7911 any one or more of the parties hereto in respect of any alleged breach by any other of the party or parties, or should any objection be made by any party or parties hereto to any proposed action by any other of the party or parties, the matter shall be referred to the decision of two arbitrators in London, one to be appointed by the party or parties claiming or objecting, as the case may be, and the other by the party or parties against whom the claim or objection is made, with power to such arbitrators to appoint an umpire, and the decision of the said arbitrators or umpire shall be final and binding upon all the parties
7912 thereto.

Dated this Twenty-eighth Day of February, One thousand Nine Hundred and One.

(Signed) LAMPORT & HOLT,
ROB. M. SLOMAN & CO.,
For THE PRINCE LINE, LIMITED,

Witness to the above Signatures James Knott,
(Signed) ALFRED WOODS. Managing Director.

Petitioner's Exhibit 118.—Record 1493. 7913

Notice to Shippers from Santos.

* * * * * * * * *

Shippers of coffee from Santos are hereby notified that, subject to the conditions hereinafter expressed, the undersigned Lines will pay the following rebate of freight on Coffee shipped by their respective steamers to the ports of Antwerp, Amsterdam, Rotterdam and the Rivers Weser and Elbe, and to ports in the United States of America, 7914 during the year beginning 1st September, 1908, and ending 31st August, 1909, and thereafter year by year until further notice, viz.:—

Five per cent (5%) for shipments up to 100,000 bags, and one-quarter per cent. (¼%) more for every additional 10,000 bags up to a maximum of ten per cent. (10%) for 300,000 bags or over.

The rebate to be paid to each shipper will be computed 7915 every twelve months, say up to the 31st August in each year, on his total shipments by the combined lines and be payable six months afterwards, but only to shippers who have, up to such due date of payment, confined their shipments of Coffee to Antwerp, Amsterdam, Rotterdam and the Rivers Weser and Elbe, and to ports in the United States, to the undersigned Lines.

No rebate will be paid on freight on sample lots, nor on additional freight charged for delivery at post-terminal 7916 destinations of goods shipped on through or optional Bills of Lading.

A statement of rebate claim must be made on a form as annexed and presented within the three months succeeding the date on which payment falls due, to the Agents of the Company which has carried the merchandise in respect of which the rebate is claimed.

Until further notice any shipments by steamers of the National Brazilian Line, under the Brazilian flag, to the United States, and of the Koninklijke Hollandische Lloyd

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7917 to Amsterdam, at not under Conference rates of freight and conditions will not prejudice shippers' claims to rebate.

ROYAL MAIL STEAM PACKET COMPANY.
HAMBURG SUD-AMERIKANISCHE DAMPFSCHIFFFAHRTS-GESELLSCHAFT.
HAMBURG AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
7918 LAMPORT & HOLT.
PRINCE LINE, LIMITED.

Dated, 15" July 1908.

CLAIM FOR REBATE

....., *1st March, 1910.

7919 Messrs.....

.....

We beg to give below a list of the shipments of Coffee we have made by the steamers of your line from 1st September 1908, until 31st August, 1909, on the Freight on which we are entitled to a rebate of per cent., in accordance with your Circular notice of 15th July, 1908
7920 which we have received.

We hereby declare that neither during the period named above, nor since, have we been interested, directly or indirectly, either as Principals or Agents, in other shipments of Coffee from Santos to the ports of Antwerp, Amsterdam, Rotterdam and the rivers Weser and Elbe or to ports in the United States of America, by any steamers other than those of the Royal Mail Steam Packet Company, The Hamburg Sud-Amerikanische Dampfschifffahrts-Gesellschaft, the Hamburg Amerika Linie, The Nord-

Petitioner's Exhibit #118 (Contd) 7921

deutscher Lloyd, Messrs. Lamport & Holt or the Prince Line, Limited.

(Signature of Shippers
(
(
Signature must be that of the: Firm, or of a person duly author-(ized to sign for the Firm (
(7922
(Address. . . . . .

*This claim will be valid only if presented within three months from this date.

N. B.—These particulars must accord with the Bills of Lading of the Shipments.

Date of Shipment.	Steamer.	Destination.	Marks.	Freight including Primage.	% Rebate.

7923

7924

(On side of exhibit is as follows)

Shipments at not under Conference Rates of Freight and Conditions, to the United States of America, by steamers of the National Brazilian Line under the Brazilian Flag, and to Amsterdam by steamers of the Koninklijke Hollandische Lloyd, will not invalidate claims for rebate

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7925 **Petitioner's Exhibit 119.—Record 1493.**

NOTICE TO SHIPPERS.

Shippers of Coffee from Rio de Janeiro and Victoria are hereby notified that until further notice each of the undersigned Steamship Lines will pay them a rebate of 10 per cent. on the freight on all Coffee shipped by their
7926 Line to ports in the United States of America from 1st July 1908, such rebate to be subject to the following conditions. The rebate will be computed in respect of shipments during each Crop Season ending 30th June, and be payable six months later, but only to those shippers who have, up to such due date of payment, confined their shipments of Coffee from Brazilian ports to the U. S. of America exclusively to the steamers of the said Lines. A statement of claim for such rebate must be made on a
7927 form as annexed and presented, within the three months succeeding the date on which payment falls due, to the Agents of the Line which has carried the Coffee in respect of which the rebate is claimed.

Until further notice, any shipments of Coffee by steamers of the National Brazilian Line, under the Brazilian Flag, at not under Conference rates of freight and conditions will not prejudice shippers' claims to rebate.

7928 LAMPORT & HOLT.
PRINCE LINE, LIMITED.
HAMBURG SUD-AMERIKANISCHE
DAMPFSCHIFFFAHRTS-GESELLSCHAFT.
HAMBURG-AMERIKA LINIE.

Dated 15th July, 1908.

PETITIONER'S EXHIBIT #119 (Contd) 7929

CLAIM FOR REBATE

_____

_____, *1st January 1910.

Messrs._____

_____ 7930

We beg to give below a list of the shipments of Coffee we have made by the steamers of your Line from 1st July, 1908, until 30th June, 1909, on the Freight on which we are entitled to a rebate of ten per cent., in accordance with your Circular notice of 15th July, 1908, which we have received.

We hereby declare that neither during the period named above, nor since, have we been interested, directly or in- 7931
directly, either as Principals or Agents, in other shipments of Coffee from Brazilian ports to the United States of America, by any steamers other than those of Messrs. Lamport & Holt, the Prince Line, Limited, the Hamburg Sud-Amerikanische Dampfschifffahrts-Gesellschaft, or the Hamburg-Amerika Linie.

(Signature of Shippers_____ 7932
(
Signature must be that of (
the Firm, or of a person :
duly authorized to sign (
for the Firm. (Address_____

*This claim will be valid only if presented within three months from this date.

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7933 N. B.—These particulars must accord with the Bills of Lading of the Shipments.

Date of Shipment.	Steamer.	Destination.	Marks.	Freight including Primage.	% Rebate.

7934

(On side of page is as follows):

7935 Shipments at not under Conference Rates of Freight and Conditions, by steamers of the National Brazilian Line under the Brazilian Flag will not invalidate claims for rebate.

Petitioner's Exhibit 327.—Daniels 1495.

MEMORANDUM OF AGREEMENT made between Messrs. Lamport & Holt of Liverpool and London, the Dampfschiffs-Rhederei "Union" Actien-Gesellschaft of Hamburg (hereafter called the Union Co.) and the Prince Line, Limited, of Newcastle-on-Tyne.

7936

(The following is on the margin of the original in pencil)

"Dated July 1—1906."

EXPIRED.

OUTWARD TRADE, UNITED STATES PORTS TO BRAZIL.

Sailings (1) That sufficient departures fixed for the present at three per month as hereafter stated to be provided for the maintenance of the trade between New York

and/or other North Atlantic United States ports and the Brazilian ports south of and including Cabedello (Parahyba) to be allotted in the following proportions and despatched as nearly as possible as follows, namely: 7937

For Pernambuco (outside), (Messrs. Lamport & Holt one sailing each month, say approximately on the 5th.

Bahia, Rio de Janeiro and Santos (Union Co. and the Prince Line Limited alternately one sailing each month approximately on the 19th. 7938

For other ports, say Cabedello, Pernambuco (inside), Maceio and/or such ports as may be mutually agreed the Union Co. or the Prince Line, Limited alternately one sailing per month on a date as may be arranged. Should any increase of tonnage be necessary to meet the requirements of the trade such increased sailings to be provided in turn by all the three Lines. Preference to be given in chartering additional tonnage to steamers owned by the parties hereto and the charter of such additional tonnage when it belongs to one of the parties hereto shall be for an agreed quantity of space on the basis of the Pool charter rate and allowance as provided for herein. Should none of the Lines have tonnage of their own available outside tonnage to be chartered for joint account and the loading of such extra steamers whether outside vessels or not to be taken in turn by the agents of the three lines. 7939 7940

Terms of Charter (2) Each steamer despatched as above to be chartered by the Syndicate formed by the three Lines for 135,000 cubic feet of cargo (for which she must find space under deck or in poop or such part of the ship as shall be deemed a proper place for stowage) or such smaller or larger amount of cargo as may be mutually agreed, it being understood that no steamer is to be permitted to carry cargo in excess of 135,000 cubic feet except by agreement between the members of the

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Syndicate or their agents and that in the event of any excess quantity being carried the charter freight payable on same shall be subject to a reduction as hereafter stated, except in cases where the excess is dangerous cargo carried on deck when the full charter rate on such deck cargo shall be due to the steamer. The rate of charter to be adjusted from time to time but to be fixed for the present until otherwise mutually agreed at the following rates payable on the charter quantity:

say, New York to one Brazilian port, five cents United States gold per cubic foot with an additional cent per cubic foot for each additional port of discharge in Brazil up to three, and an additional three quarters of one cent for each extra port of loading in the United States, or extra part of discharge in Brazil over three.

Any excess cargo carried on conditions as hereinbefore stated to be subject to a reduction of two cents per cubic foot off the above mentioned rates, with a maximum of five cents per cubic foot.

All steamers to be chartered for not less than three ports of discharge unless otherwise mutually agreed. The measurement capacity of each steamer to be verified at New York or elsewhere by a person appointed for that purpose.

Charter allowances (3) Each charter to be debited and each steamer to be credited with an amount per ton carried to cover all stevedoring and lighterage with the cost of forwarding any cargo taken at through rates for ports to which the steamer does not herself proceed; and further with any commissions paid to loading brokers in New York or elsewhere and with proper charges on the freight. The cost of stevedoring and reception charges at New York and of lighterage and landing charges in Brazilian ports to be fixed for the present but subject to readjustment from time to time to approximate to actual cost, as follows:

Cabedello	Landed	$1.60;	f. f. a.	$1.00
Pernambuco (inside)	"	2.40	"	1.10
Maceio	"	2.25	"	1.10
Bahia	"	3.00	"	1.25
Victoria	"	2.50	"	1.65
Rio de Janeiro	"	3.35	"	1.35
Santos	"	1.60.....		

At any other loading or discharging ports the actual 7945
cost to steamer to be allowed on verification.

Division of profits (4) The profits or losses (as the case may be) made by the Syndicate to be divided in the following proportions:

Lamport & Holt	one third,
Union Co.	one third,
Prince Line, Limited	one third,

provided each Line has furnished its proper proportion of sailings and chartered space. Should any Line fail 7946
either to provide its agreed proportion of sailings or chartered space as provided above such Line's share of the profits shall be proportionately reduced, its contribution to any losses however remaining as provided. It is clearly understood that none of the parties to this agreement are to retain for their own individual benefit any profits commissions rebates or returns of any kind whatsoever but the same are in all cases to be credited to the charter or charters. All passage money or intermediate freight to be for the owners' own account. The present scale of fares for steerage passengers both ways not to 7947
be departed from except by mutual agreement.

New York Committee (5) A committee to be formed in New York composed of members of the firms of agents or brokers representing the different Lines, which will hold regular meetings at the appointed place. No meeting to be held without a representative of each Line being present and all decisions to be unanimous except with regard to certain freight matters as hereinafter stated. The chair to be taken alternately by each of the parties' representatives or agents for periods as may be agreed 7948
between them.

Agents' Commission Pool (6) A loading commission of 5% on the net freight earned to be paid by all the Lines to their respective agents in New York, to be placed in a pool for division amongst them in equal proportions, say one third each.

Syndicate Office (7) An office to be maintained where the committee will meet and at which the accounts of the Syndicate will be kept, an independent secretary being appointed to attend to the work. All accounts and mani-

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7949 fests to be lodged as soon as possible after the sailing of each steamer and in the manner as hitherto adopted. A balance sheet and account to be made up half yearly and forwarded to the principals in Europe for adjustment.

Tariff (8) The existing tariff of rates to be revised as agreed upon and to be strictly adhered to without any modification whatsoever except as far as may be agreed upon in meeting or in writing. This tariff until mutually agreed not to apply to the following staple articles pro-
7950 vided they are shipped in lots of not less than 40 tons, to be engaged only at a net rate and for f. f. a. delivery abroad and without the benefit of deferred bonus: Lumber; Case Oil; Barbed Wire; Flour; Rosin; Cottonseed Oil; Rails; Plates and Bars,
rates of freight on which may be decided from time to time by a majority of the p[illegible]pals according to circumstances. In case there s[illegible] be an exceptional inquiry in respect of which in [illegible]on of the majority of the agents there is no [illegible]unicate with their
7951 principals a majority of [illegible]nay decide the rate but in that case their d[illegible]is to be immediately cabled to the principals togeth[illegible] with the reasons for the reduction. Where such rates as are accepted do not yield the charter rate plus allowances and commission, it shall be optional with any one of the parties, after giving the system a fair trial, say for three months, to decline participation in such further business. General cargo to be not less than 20 cents per foot, delivered, as a minimum; otherwise tariff rates to stand.

7952 Deferred Bonus (9) The system of deferred bonuses as at present in force to be maintained and the conditions of same to be rigidly enforced excepting so far as regards the staple articles mentioned in the preceding clause.

Arbitration (10) Any dispute arising under this agreement or with reference to the interpretation of any of its clauses to be referred to the decision of two arbitrators in London one to be appointed by the parties complaining and the other by the parties complained against with power to such arbitrators in case of disagreement to appoint an umpire and if they cannot agree upon one an

umpire shall be nominated by the president of the Han- 7953
seatic Court of Appeal. If one of the parties fails to appoint an arbitrator within twenty-one days from notice an arbitrator nominated by the other party is to act as the sole arbitrator. The award given by the arbitrators or umpire shall be final and binding upon all the parties hereto.

Notice to terminate (11) This agreement to begin as from the first July 1906 and to remain in force subject to the rights of any of the parties to terminate it on the thirtieth June of any year by giving three months' notice 7954
not later than the first April in any year. Such notice to be in writing and to be posted or left at the usual place of business of such parties but no forward quotations or contracts to take effect after the termination of this agreement shall be made or entered into during the period of any notice to terminate nor shall offers of future freight at rates lower than those in force be sought or asked for or accepted during such period.

Petitioner's Exhibit 93.—Record 1504. 7955

Per "St. Paul."

Messrs. Lamport & Holt, 9th July, 1909
Liverpool.

Dear Sirs:—

SOUTH AMERICAN TRADES.

Since writing on the 2nd instant, we have received your letter of the 25th ultimo and your cables (2) of the 6th idem.

BRAZIL. 7956

We enclose copy of the minutes of the traffic meeting of the 7th instant. The purpose of these meetings is to record any change in the tariff rates or any contracts made, etc. that may be done under the tariff agreement. We are continuing to maintain the conference office, etc. pending further instructions from your good selves, which kindly note. Mr. Goodwin also has the balance of the old Pool to make up, although we believe he will be able to finish this next week.

We are cabling you today, in answer to your cable of

GE CUT OFF

7957 the 6th, advising the approximate standing of the Pool up to the 30th June.

	Contributed to Pool	Carried Tons	Total Earnings
Lamport & Holt Lines	100,000	42,500	$274,000
German Lines	45,000	34,000	166,000
Prince Line	38,000	30,000	142,000

You will note that we say in our cable that the report of space available is a disputed quantity. We are quite sure
7958 that the reports of our colleagues are "manufactured" reports, so to speak and that their ships have sailed either full or down to their draft in instances where they have reported space available for conference account.

We have further telegraphed you the earnings of the Prince and German Lines to non-Conference ports for the last six months; and we now beg to give you fuller details:—

"Corrientes" 10th January, 1909,	Natal	$1278.37
	Florianopolis	1282.08
7959	Rio Grande	3576.35
		$6136.80
"Grecian Prince" 20th January,	Paranagua	$ 630.19
	Rio Grande	3909.94
		1429.63
		$5969.76
7960		
"Italian Prince" 26th February,	Rio Grande	$2417.78
	Porto Alegre	2133.33
		$4551.11
"Castillian Prince" 25th March,	Rio Grande	$3033.80
	Porto Alegre	740.47
		$3774.27

"SIEGLINDE" 10th April	Sao Francisco	$1807.40	7961
	Rio Grande	8846.71	
	Porto Alegre	1515.79	
	Pelotas	441.74	
	Florianopolis	1498.84	
		$14110.48	
"CORSICAN PRINCE" 24th April	Rio Grande	$4612.30	
"SIEGMUND" 10th May	Natal	$2343.89	7962
	Rio Grande	5101.00	
	Porto Alegre	4253.00	
	Pelotas	74.00	
	Florianopolis	1407.00	
		$13178.89	
"GRECIAN PRINCE" 25th May	Paranagua	$3229.73	
	Antonina	1505.50	
	Rio Grande	1985.78	7963
		$6721.01	
"CORRIENTES" 3rd June	Rio Grande	$3662.76	
	Porto Alegre	301.53	
		$3964.29	
"DESTERRO" 10th June	Rio Grande	$2963.00	
	Porto Alegre	569.00	7964
		$3532.00	
"CROWN PRINCE" 25th June	Rio Grande	$5702.00	
		1281.00	
		$6983.00	

Of the "SIEGMUND" 10th February and "GUNTHER" 10th March we have not been able to secure the particulars, but estimate these at about $5,000 each.

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7965 Our colleagues have catered to this outside business as being clear profit for themselves; and in committing their steamers to earn this freight, they have prejudiced the pool, in many instances the steamers being down to their marks or filled with their quantity of oil or the like in preference to conference cargo offering. To our minds our colleagues have considered that as long as they despatched a steamer with 1,000 tons of cargo a month, they would qualify for a third of the contributions to the Pool; but to our mind such an agrement is not only impossible
7966 of being originally understood, but equally impossible of being carried out by the Prince and Germans to their full one-third participation in the gross pool.

Your boats of the 20th of the month while only tendering 20,000 cu. ft. have time and time again been obliged to exceed this quantity to meet the needs of the trade; and in many instances because there was no other room available.

We understand that there is a meeting of the Principals in July and presume that you desire this information against such a meeting. We furthermore sincerely trust
7967 that you will see your way in a new agreement to keep your interests, although only a minimum, in the Brazilian outports, so that this traffic comes into a general community of interests.

STEEL CO. We note your remarks and at the moment do not hear of anything new, although we notice their shipments are coming back to the Lines, from which we gather their rates are not satisfactory to the Lloyds, or that the latter have their complement.

CASE OIL. Our colleagues are pressing us for a rate
7968 on oil for September, and we shall be cabling you today.

LUBRICATING OIL. You will also note that our colleagues are continuing to this on the $1.50 basis to Santos and we have lost some 3/400 barrels to the Germans at this rate. We do not suppose it is your intention to have us quote differently from the Germans or possibly the other way about, to have the Germans quote differently from us, and we await your adjustment of the matter and advice. Pending negotiations, should we need cargo badly, we should take the liberty to meet the rate of the Germans rather than to see the cargo pass us.

LLOYD BRAZILEIRO. This line continues to advertise semi- 7969
monthly steamers, although no boats are as yet designated for August. Their boats are not sailing full, even with the low rates they are offering, but are going into Norfolk for a complement of coal. They announce the "BRECONSHIRE" for the 14th instant and the "POLARSTJERNEN" for the 28th instant; you will note that both these steamers are now here. We should be interested to see the future moves by this Company, especially as we believe tonnage will be a little dearer from now on. 7970

BRAZIL FISH. We give you herewith a memorandum of shipments made to Bahia during the last six months:—

"Corrientes"	January 10th	1500	Packages
"Siegmund"	February 10th	750	Packages
"Gunther"	March 10th	1500	Packages
"Siegmund"	May 10th	775	"
"Desterro"	June 10th	800	"
		5325	Packages 7971
"Castillian Prince"	Mar. 25	300	Packages
"Corsican Prince"	Apr. 24th	566	"
		866	Packages
"Ras Bera"	Jan. 28th	3375	Packages
"Verdi"	April 20th	1125	Packages
"Vasari"	May 20th	1125	"
"Tennyson"	3rd June	1500	" 7972
		3750	Packages

SOUTH AMERICAN TRADES.

"CASTILLIAN PRINCE" scheduled for the 25th instant has a large booking of rails for Rio Grande do Sul, and is taking but little cargo for central Brazil ports.

(Sgd) BUSK & DANIELS.

AGE CUT OFF

7973 **Petitioner's Exhibit 84.—Record 1504.**

Per "St. Louis" 5th March, 1909

Messrs. Lamport & Holt,

Liverpool.

Dear Sirs:—

SOUTH AMERICAN TRADES.

We confirm our letter of the 26th ultimo and cables exchanged.

7974

BRAZIL.

We enclose copy of the minutes of the meeting of the 3rd instant—Mr. Melly present.

You will note the innovation in these minutes in that we have specified the tender of room in each steamer for conference cargo. "BYRON": includes the whole ship. GUNTHER: reserves 20,000 cu. ft. of actual space and 20,000 cu. ft. of coal space for South Brazil cargo.

7975 "VOLTAIRE": tenders 20,000 cu. ft. as a minimum. "CASTILLIAN PRINCE": tenders 129,000 cu. ft., but requires light cargo to fill; her draft being limited. This is more especially complicated by the fact that she is to carry Rio Grande do Sul rails. "SAXON PRINCE": You will note in this instance that the Prince Line is trying to qualify for the pool, without really berthing the boat. They say the boat can go on if wanted, but they are not offering her on the berth. This is a repetition of the old position of the "GUNTHER." Cargo will not develop unless boats are berthed and accept small parcels, and

7976 offer their room for cable enquiries. We should like instructions from your good selves as to how we are to handle the situation as at present. There is also, of course, the danger of placing the minimum at the size of the "BYRON" and "TENNYSON," say 135,000 cu. ft., ruling the boat of the 20th simply as a voluntary boat. You will notice however that we tendered on the basis of a full steamer of the German Line, say, 150,000 cu. ft. at least, for a minimum.

Both the German and Prince Line boats are loading for South Brazil this month; and they also claim to be booked

to their full oil capacity, and are today declining oil that 7977
is offered at 16c, for which we are writing them a letter, offering to take the same on the "VOLTAIRE," if nobody else will take it, although from the minutes you will note that we have the minimum amount of room already booked.

In connection with your fortnightly service and its value to the pool, you will remember that when we ran only one boat a month, we were unable to maintain the tariff and secure a material support. With two boats a month we have been able to show material results, as their earnings 7978
and payment into the pool testify. We presume of course that our colleagues will not admit this favorable argument to your good selves, even with all the facts on paper before them, but we think you can well press the point, as the position is recognized here.

You will note minute No. 323, in which the Germans confirm our report of the Singer contract. The Prince Line is not yet ready to act.

In connection with the three signatures, we are pleased to say that we have gathered from Mr. Ballin at the recent 7979
conference meeting, that our arguments in favor of one signature meet with his approval.

ACCOUNTS. These are all held back waiting for instructions from the Principals relative to the monies received for parcels; and also the two steamers in the Fall that carried apples in their refrigerator space. Mr. Melly desires that we call your attention to these two items for the next Principals' meeting. It is also suggested that in sending instructions regarding any change in the conference routine here, that the Principals should agree and send in-
structions jointly, so that the work of the conference sec- 7980
retary may be facilitated.

LLOYD BRAZILEIRO. This Line is still in statu quo; they are advertising no future sailings and are doing very little business ahead. Meantime we are beginning to feel a little better inquiry in the market; and, as you will notice in the matter of case oil, we are able to harden our rate slightly.

SOUTH BRAZIL. This matter is having our attention. The Lines have not yet agreed on a tariff of rates, but the same is under consideration.

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7981 SUBSIDY. We have had a very close vote in Congres this bill, and are pleased to confirm our cable that measure failed to pass by a margin of 175 against also that the bill is dead for the present congress. A congress assembles shortly and an entirely new bill require to be presented and go through the usual rou

You will recall that the present bill passed our Se a year ago and has been in committee until suddenly t out with a favorable report only a few days before it c up for vote. We interested ourselves quite actively in

7982 campaign the 48 hours preceding the vote on the bill. is only to be regretted that President Taft's inaugura speech yesterday still touches on the desirability of A ican steamers plying between the United States and S American Republics.

"BYRON" sailed with only 90,000 cu. ft. of cargo. were offered 5/10,000 additional cases oil, but u tunately could not get delivery from the works in for her sailing.

COFFEE. We note the sailings and also that the s

7983 ments are likely to materially decrease.

* * * * * * * *

We are,
Dear Sirs,
Yours faithfully,
BUSK & DAN

Petitioner's Exhibit 83.—Record 1505.

Per "Baltic." 26th February 190

7984 Messrs. Lamport & Holt,
Liverpool.

Dear Sirs:

SOUTH AMERICAN TRADES.

We confirm our letter of the 19th instant and ca exchanged.

BRAZIL.

We enclose copy of the minutes of the meeting of 24th instant. You will notice the resume in minute of the position of February tonnage, a much disp point here at New York between ourselves and the o

Lines. You will also notice that on the 8th January, as per enclosed authorization slip for kerosene engagement made by the Prince Line, the Hamburg Lines stipulated that they were not to be asked to carry any of this cargo in February, showing that they only wanted to put on a limited amount of room. 7985

Since the meeting we have increased the booking of the "Byron" to 26,000 cases of oil; her total engagements being about 96,000 cu. ft. We are still in hopes of getting about 10,000 cases more of oil which will bring her up close to a full ship. 7986

We anticipate that there will be a shortage of room in March unless of course some additional tonnage is put on the berth by the Lloyd Brazileiro, who at the moment are not announcing any future boats.

You will also note that the 30,000 cases of oil booked in January by the Prince Line from Messrs Muller, Schall & Co. was really a speculative booking by these people and they have practically kept our market down by offering this oil based on the cheaper rate in the Rio de Janeiro market. We shall avoid similar recurrences in the future. 7987

CONFERENCE CABLES. We have to thank you for your wire quoting $7.00 on the Steel Company's inquiry for pipes to Santos. We also confirm cables asking for quotation for account of Messrs. Hitch on 3/4,000 tons cement.

We have had two conferences with the Germans this week; Mr. Ballin and Mr. Thoman being present at one and Mr. Thoman at the second. Their complaint consisted largely of the lack of harmony amongst the New York committee. This is of course attributable to the zeal of each Line to promote its own interest under the agreement. 7988 Mr. Thoman has today rather agreed with our contention that each Line should name the minimum amount of tonnage that they propose to put at the conference's disposal in the month, and the individual Line would not then have the right to use any of this space for its own individual benefit without applying to and getting the consent of the conference committee. As you know, in the past both the German and Prince Lines have loaded a single steamer a month, or what they considered necessary to qualify for the pool; and if they were offered

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7989 South Brazil cargo or cargo for Natal, they would put it into the boat for their own benefit and reducing the conference space, being their own judges of how it might affect the conference.

SOUTH BRAZIL. We received your cable notifying us to agree on rates with the other lines. This will have out attention shortly; we have not yet come together in meeting.

LLOYD BRAZILEIRO. There is nothing especially new in connection with this service except that we hear they are
7990 not booking ahead materially.

Messrs. Crossman, who have given us the oil on the "*Byron*" tell us that their orders are coming in and their letters advise them to give preference in oil shipments to the cargo boats, claiming that the oil is prejudiced somewhat by the quick work of the passenger boats. We pass this on to you as it is fact au courant and you may desire to pass it on to Brazil with instructions.

SUBSIDY. The old question of subsidy is again up in our Congress, the bill having been passed out of committee;
7991 but the report is to-day that it will probably not receive favorable action as there is too strong opposition.

BRAZIL POOL. We thank you for your cable of the 23rd instant advising us that the Principals propose settlement yearly.

Steel Co. Mr. Farrell continues indisposed and will probably not be at business before April or probably May.

Petitioner's Exhibit 62.—Record 1505.

Per SS "La Provence"

Sept. 9, 1908.

7992 Messrs. Lamport & Holt,
Liverpool.

Dear Sirs:—

In accordance with cable instructions, we have paid Messrs. Hard & Rand the sum of $7263.40, for coffee rebates, and have drawn on you at 60 days' sight for £1500. 8. 3. equivalent of same at 4.84/40-1 1/6. Exchange, order W. H. Forbes.

Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 39.—Record 1505. 7993

New York, 7th February, 1908.

BONUS CLAIMS

River Plate.

Regular Supporters.			
Cordoba Light & Power Co		$ 29.30	
La Capital Traction & Electric Co.		12.84	
Allis Chalmers Company		8.14	
The Goulds Mfg. Co.		24.24	
Hughes & Co.		270.63	7994
Alfred Schuchard		8.46	
F. A. Marsily & Co.		166.80	
H. G. Ramsperges & Co. Inc.		58.12	
Thos. Bell & Co.		.91	
W. H. Crossman & Co., Inc.		286.58	
F. A. Marsily & Co.		321.32	
H. W. Peabody & Co.		203.26	
Linley & Co.		52.30	
The Goulds Mfg. Co.		46.63	
Linley & Co.		114.87	7995
Linley & Co.		182.43	
The Goulds Mfg. Co.		11.52	
The Goulds Mfg. Co.		9.94	
Whitall-Tatum Co.		33.33	
J. H. Snyder		35.91	
H. Nungesser & Co.	(Transient)	2.10	
Ansonia Clock Co.	"	8.94	
H. Nungesser & Co.	"	1.01	

BRAZIL.

Regular Suporters		7996
Johnson & Johnson	23.34	
Leers Freres	10.62	
Bellamy Walker Hill & Co.	19.14	
Whitall Tatum & Co.	30.35	
Jacobs Brothers & Co.	2.98	
August Stumpp & Co.	315.79	
Wm. B. Deming	11.81	
B. S. Pray & Co.	161.24	
Ansonia Clock Co.	148.80	
C. Vaughan & Co.	14.72	

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7997 BRAZIL.

Hughes & Co.		6.60
F. Bonilla & Co.		29.63
J. C. Ayer Co.		13.51
Ansonia Clock Co.		126.31
A. H. Tennis		115.96
J. L. Phipps & Co.		42.74
Muller Schall & Co.		831.92
W. J. Kingsland		28.08
7998 Lionel Magensers & Co.		77.82
Elmenhorst & Co.	(?)	756.44
do	(?)	318.80
Bliver & Carrington	(Transient)	92.64

Petitioner's Exhibit 49.—Record 1505.

Per "Umbria"

19th June, 1908.

Messrs. Lamport & Holt,
Liverpool.

7999 Dear Sirs:—

GENERAL.

Since writing on the 12th instant we have none of your favors to acknowledge. We confirm cables exchanged, as per copies herewith.

"VOLTAIRE" is completing her loading to sail to-morrow. We expect to have about 250,000 cu. ft. of cargo, with a scant 1,000 tons for Brazil. This is about the quantity of cargo secured for the last few boats and seems to be about the limit on the present market, unless we go in for oil and are backed up by large contracts, with intermediate
8000 sailings. The present sailings on the River Plate berth are so numerous that shippers will not hold back to any material extent their cargo for any particular steamer. With an immediate sailing we could, of course, get a small clientele amongst the shippers to give us practically all of their goods.

In addition to the amount of tonnage, we find that our neighbors are all cutting the market and for the last ten days or fortnight we have been loading against an open 8c rate, with even lower rates obtainable for special lines of goods. From now on, we anticipate that the "VERDI," and

also the August and September boats, owing to the height 8001
of the River Plate season, will have no trouble in filling. Our bookings from Dunn, Case and the Paper contracts alone assuring us sufficient increase to load steamers to their full capacity. The "VOLTAIRE" carries out a full passenger list.

"SALLUST." We look for this steamer to-day, but she is not as yet reported. We have the outward cargo of this boat fairly well in hand.

"BYRON"—July. This boat is booking slowly and we have about 1,000 tons on our books. She will probably go 8002
out with the usual complement of about 70,000 cu. ft. We have practically decided to give this steamer the Victoria locomotive, to be discharged on the northbound route.

RIO DE JANEIRO KEROSENE. The refusal given by the Germans to Messrs. Crossman & Sielcken did not result in business, but we hear Messrs. Elmenhorst & Co. secured 50,000 cases, 9,000 of which are to go to us, 8,000 to the Prince Line and the balance—33,000 cases—to the Germans. We are still at a loss to understand why the Brazil cables come up with instructions to ship so largely 8003
by the German boats, and we should be interested for particulars.

"GUTRUNE". This steamer sailed on the 15th instant with about 80,000 cu. ft. of cargo, the largest portion of which was kerosene and south Brazil freight: she had very little general cargo for the main Brazil ports. She also carried five intermediate and 18 steerage passengers.

"CROWN PRINCE." We enclose a copy of the manifest of this steamer. Her total cargo amounted to about 45,000 cu. ft., 12,000 of which was for South Brazil.

SHIPMENTS OF BAHIA RAILS. We were not able to get these 8004
for the "TENNYSON" on her last trip, and we were not keen about them for the 'tween decks of the "VOLTAIRE."

REMITTANCES. We note that you prefer sight bills for the present.

COFFEE. We received your cable of the 17th instant advising us that the rate on coffee would be reduced to 25c and 5% primage from the 1st July and asking us to advise Messrs. W. H. McLaughlin & Co., whom we immediately advised, by telegram as per enclosed copy and later confirmed the same by letter. We are up to the moment without reply.

PAGE CUT OFF

8005 ARGENTINE GRAIN SHIPMENTS. We are inclined to think that these will continue whenever market conditions permit. This grain—both oats and corn— is used in the manufacture of cereals and corn products and is re-exported, with a return of practically the full amount of duty. The present shipments have been largely experimental as to quality and routine of procedure and we think have paved the way for future operations.

BRAZIL MARKET: continues very quiet with all the Lines working very hard for contracts. The Lloyd Brazileiro
8006 continues to underbid us, and have recently taken on the school furniture contract up until next May on the basis of 12c net, landed.

"BRANTWOOD" sailed a couple of days ago and the "ACRE" is advertised for the 1st July.

The German Line has agreed to call at Porto Natal and the freight has been fixed on the basis of 22c per case for oil: Messrs. A. D. Hitch & Co. are the principal shippers to this port.

RIVER PLATE. This market is very dull and all the boats are canvassing for cargo. Norton & Son have been the
8007 cheap men. We understand the "NEWTON HALL," sailing to-day or to-morrow, has nearly 3,000 tons of barb wire on board booked at scarcely $3.00 per ton, which makes a net return of about 5c per cu. ft. Oil at 12c per case or 6c per cu. ft. and Shooks and general cargo at 8c per cu. ft. The other Lines are obliged to meet these rates to secure business. We understand that you do not care for the traffic at under 9c per cu. ft. which price we have held for the "VOLTAIRE." Cargo is moving fairly freely, but there are no especially heavy demands. We anticipate, how-
8008 ever, that July and August will be busy months. We already have half a cargo on our books for the "VERDI," with also fair reservations by Messrs. Dunn and others for August.

ATLANTIC MARKET: is dull. We are congratulating ourselves on being able to practically fill the going boats, which is considerably better than our neighbors are doing.

We are,

Yours faithfully,

BUSK & JEVONS.

LD/JS.

Petitioner's Exhibit 43.—Record 1505. 8009

SS "Umbria" Aug. 30, 1907.

Messrs. Lamport & Holt,
Liverpool.

SOUTH AMERICAN TRADES.

Dear Sirs:—

We confirm our letters of August 22nd and 27th.

BRAZIL.

8010 "BYRON" has practically a full cargo, and we have practically been able to maintain rates. She sailed on the scheduled date of the 4th.

"SPARTAN PRINCE" has about 115,000 cargo booked. Hope to despatch the steamer about the 10th. We have taken 20,000 cases oil to Rio by this steamer on the basis of 16c. We also have 2500 bbls. of flour for Pernambuco at 40c. Balance of our engagements consists largely of contract stuff, and we are in hopes of practically filling from these sources.

8011 "CASTILLIAN PRINCE" has about 90,000 feet of cargo booked, all at full rates. We have not as yet been obliged to break our 85c rosin rate at Fernandina and hope to maintain it, although we understand that Tweedie is now bidding against us, and there is the rosin market holding out for 80c. To Rio Grande do Sul we are also maintaining our prices, as the steamers can only carry a limited amount of freight over the Bar, and we do not think there will be, or at least that there is at the moment, much competition on this berth.

8012 "TENNYSON" and "GRECIAN PRINCE." We have a fair amount of contract cargo in sight, and note that the latter steamer can proceed through to Rio Grande do Sul.

CONTRACTS. We have arranged division with Messrs. Funch, Edye & Co. for contracts that are still to go forward after July 19th, and of which there is a balance of about 100,000 feet due us in addition to Tramway requirements, which of course are considerable. We have booked ahead about 20,000 packages of fish on the basis of 80c a tub. We have made no other material bookings, the market appearing quiet. We are negotiating for about

GE CUT OFF

8013 800 tons of school furniture that we expect to close, and on which we understand our competitors have already quoted as low as 16c a foot, Rio and Bahia. We had almost closed this shipment at 25c before the Conference had broken up. We are also asked by Messrs. Crossman to quote on 5000 tons of rails for Sao Francisco do Sul, and we named them $5.50 F.A., but find that our competitors have quoted them slightly under $5.00. We are therefore naming them $4.75- rate, on which they have agreed to cable and give us the business if it is accepted. There is nothing new as yet re-
8014 garding Messrs. Crossman's inquiry for railway cars. We understand that our competitors are very keen for freight and that the Lloyd Brazileiro have gone down to 15c a case for oil. This line seems to be carrying out some extra coal. We noticed one of their last steamers had at least 1500 tons extra coal on board, which we presume they may transfer to other steamers of their line in Brazil. We hope that you will see that this is not done under special concessions. We also have to advise that a good many orders are coming in from Brazil specifying shipment by
8015 the Lloyd Brazileiro boats, which looks as if there were some rebates or concessions influencing these shipments. The German Lines have the "Hero" in port, but they are not going to be able to sail her on her advertised date of the 1st, and as holidays follow this will probably throw her sailing into the middle of the week. She is we understand scheduled for 4 ports and has not got a full cargo. The voyage should be rather disastrous. We also notice that she is advertised in the passenger advertisement and shall be interested to see what luck they have on her. On the "Gutrune," scheduled for the middle of September,
8016 we understand that the Germans have very little cargo booked, and they are hesitating to go lower than 40c on flour and 16c on oil, but they probably will end up by doing so if they have not already committed themselves. We also understand that the "Gutrune" will be required to call at Maceio and Victoria, which will make her voyage very long. The Steel Co's Bahia rails we understand have been taken out of the market at about $3.50, possibly $3.75 a ton. Tweedie intimating another steamer to Brazil, and we have not yet heard whether the Tramway Co. have been able to get the Westinghouse's contract with Tweedie

broken. It is an enigma to us, in view of your repeated statements of the cost of this voyaging, how Tweedie manages to despatch his steamers. We have an idea that the concern is not prospering and may come to an end at any time. 8017

Conference Secretary. We beg to advise you that we are still keeping the old conference office and Mr. Goodwin on subject to instructions from your good selves.

* * * * * * * * * * *

Yours faithfully,

Busk & Jevons. 8018

Petitioner's Exhibit 36.—Record 1505.

Per "Lucania" 26th July 1907

James Knott, Esq.,

Prince Line, Ltd.,

Newcastle on Tyne.

Dear Sir:

South American Trades. 8019

In connection with the German's position, it may interest you to note the general trend of conditions at this port as affecting the German Lines, more especially acting through Messrs. Funch, Edye & Co.

Some months ago the Tyser Line to Australia inaugurated an increased and independent service, adopting much the same attitude at the time towards the old lines as the Hamburg American in Brazil have adopted towards us; namely, that they did not propose to cut rates; would act conjointly on rates, etc., etc. In other words, under the guise of friendship, they wanted to increase their sailings with as little loss as possible. 8020 The Australian Lines immediately retaliated by announcing boats paralleling the Tyser announcements, and have recently made an arrangement with the third company in the trade, by which in conjunction they despatch a weekly boat to Australia and a fort nightly boat to New Zealand; in other words shaping up for a fight.

The same lines have apparently entered the China trade through Messrs Norton and Bucknalls, and are announcing

AGE CUT OFF

8021 a fort-nightly service to China ports in opposition to the Conference. On this berth they are fairly well protected, having taken last Fall the large contracts from the U. S. Steel Co. that you will recollect we put forward to your goodselves.

In addition to this Messrs. Birt, Potter & Hughes are we understand closing their New York office, and the business will all henceforth be done by Messrs. Norton & Son.

We are,

Yours faithfully,

BUSK & JEVONS.

8022

Petitioner's Exhibit 31.—Record 1505.

Per "Campania"

12th October, 1906.

Messrs. Lamport & Holt,

Liverpool.

Dear Sirs:—

SOUTH AMERICAN TRADES

8023 BONUSES. We are enclosing you a claim made by Messrs. Crossman & Sielcken; also a letter received from them and a copy of our reply. We have also had the opportunity of discussing informally the bonus situation with Mr. Volckens and Mr. Gottheil. Messrs. Funch, Edye & Company will be writing Hamburg quite fully on this question.

There is no doubt that we are going to have a good deal of dissatisfaction and a good deal of trouble with a great many of the large shippers who have been actually dis-
8024 loyal as well as in a good many instances technically disloyal. Under the latter head there is no doubt a great many points that might be considered broadly. We do not think that it is your desire to act unreasonably or arbitrarily, and where shippers have been forced, so to speak, to use outside tonnage where the conference was not covering the berth, as in the instance of South Brazil on several occasions, we think that the shippers may have reason in feeling dissatisfied. In other instances where they have deliberately shipped with the opposition for their own benefit, we do not think that their claims

should be considered a moment. We shall be glad to hear 8025
from you fully on this question with instructions how we are to act.

While adhering to the strict interpretation of the bonus claim as far as it pertains to services supplied by the conference, we feel that the conference will be obliged to stand firm making no distinctions, but in other instances, as we have noted above, we think that it would be policy to meet such shippers as you may decide to pay promptly, so as to keep them from being dissatisfied and antagonistic towards you.

8026

We are,

Yours faithfully,

BUSK & JEVONS.

Petitioner's Exhibit 142.—Record 1506.

Per "Campania."

7th May, 1908.

Messrs. Lamport & Holt,
Liverpool.

Dear Sirs:— 8027

U. S. BRAZIL SYNDICATE.

With reference to your letter of the 15th October, 1906, enclosing a list of your bonus claims for the period 1st October—31st December, 1904, amounting to $2,009.95, this was duly received by us, together with the vouchers, but it has been discovered that, owing to the sudden death of one of our bookkeepers, *which occurred on the same day as the letter was received, the vouchers and list were never handed over to the Secretary, they, together with the letter, apparently having been mislaid, and we have only 8028
been able to locate the vouchers. Under the circumstances of Mr. Goodwin no longer being in the employ of the Syndicate, we are handing the vouchers to Mr. Lloyd to be returned to your goodselves.

We are,
Dear Sirs,
Yours faithfully,
(sd) B & J.

*Mr. Robert Lawrence who had charge of this Syndicate work.

PAGE CUT OFF

8029 **Petitioner's Exhibit 24.—Record 1506.**

March 16th, 1906.

Per "Lucania."
Messrs. Lamport & Holt,
LIVERPOOL.

SOUTH AMERICAN TRADES.

Dear Sirs:—

BRAZIL.

We confirm conference cables dispatched. We enclose minutes of the meeting of the 14th instant.

8030 The present going steamers are all practically full. The "Sieglinde" has been scheduled to make the Cabedello call. The Sloman Line itinerary is badly out of line, but we think that their going in for itinerary and the like was not a desirable move nor in accordance with the requirements of the trade that their boats are supposed to cater to and if their boats do not cater to omnibus work some boats must.

* * * * *

There seems to be considerable business for South Brazil. We understand that our colleagues are closing 1000
8031 tons rails for Rio Grande do Sul and we are cabling another 1000 tons for Porto Alegre. In addition to this we are booking quite a parcel of general cargo. It looks as if a regular sailing, at least monthly, could now be maintained for this coast.

We enclose a letter from Messrs. Muller, Schall & Co. addressed to your good selves in our care. We beg to call your attention to the fact that these shippers are disloyal.

Yours faithfully,

8032 BUSK & JEVONS.

Petitioner's Exhibit 97.—Record 1506.

EXFIRED. COPY.

21 September, 1908.

W. P. Plummer, Esq., Et Al,
25 Broad Street,
Manhattan.

Dear Sir:—

Referring to the writer's conversation on Saturday with Mr. Richardson and yourself, we beg to confirm our tele-

phone conversation this morning, agreeing, on behalf of 8033
the Prince, Hamburg-South American-Hamburg American and Lamport & Holt Lines' joint service from New York to Brazil, to the resumption of shipments by yourself, Rio de Janeiro, Tramway, Light & Power Co., Ltd. and Sao Paulo Tramway, Light & Power Co., Ltd. by the berth steamers of the above Lines on the general basis of the old contract with your goodself dated September, 1905, and pending the draft of a new formal agreement covering further points mentioned and under consideration. Asking your kind confirmation,

8034

we are,
Dear Sirs,
Yours faithfully,
LD/JS (SD) BUSK & DANIELS.

PETITIONER'S EXHIBIT #97 (Contd)

EXPIRED COPY.

17th Octo., 1910.

W. P. Plummer, Esq.,

Rio de Janeiro Tramway, Light & Power Co., Ltd.. 8035
Sao Paulo Tramway, Light & Power Co., Ltd.,

25 Broad Street, City.

Dear Sirs:—

Referring to the freighting agreement of the 19th Oct., 1908, and to our conversation on the telephone this afternoon, we desire to amend the rate of your contract on:

Brake Chain, Gate Valves, Iron of all descriptions, Nails, Pipe, Poles (Iron or Steel), Rails, Fittings, Rivets, Screws, Steel (Structural), Steel Axles, Wire, and all other Iron and Steel Products 8036

to a minimum rate of $4.80 F. F. A. Rio de Janeiro and $6.00 Santos.

These rates to take effect at once on all new business.

We are,
Dear Sirs,
Yours faithfully,
LD/JS (SD) BUSK & DANIELS.

AGE CUT OFF

8037 COPY. EXPIRED

New York, October 19th, 1910.

Mr. Lorenzo Daniels,

Busk & Jevons,

Produce Exchange, City.

8038 Dear Sir:—

Referring to the contract closed to-day between your goodself as representing the Lamport & Holt Line, Prince Line, Ltd., and the Hamburg-South American Steamship Company Hamburg-American Line, and the undersigned, as representing the Rio de Janeiro Tramway, Light & Power Co., Limited, Sao Paulo Tramway, Light & Power Co., Limited, and himself, it is agreed that the provision of the above mentioned contract referring to exclusive sup-
8039 port, is modified to the following extent: We to have the privilege of shipping by the steamers of the Lloyd Brazileiro up to February first, 1909, a maximum quantity not to exceed more than one-third of the business offered to your three lines, and the rates to be neither more nor less than the rates in the contract referred to.

After February first, 1909, we agree to ship an amount by the Lloyd Brazileiro that will be inconspicuous and ac-
8040 ceptable to yourself.

We agree to exercise our right to give notice of the withdrawal prior to May first, 1909.

Yours truly,

(SD) W. P. Plummer.

Accepted

Busk & Jevons.

8041

Copy

Expired 26th October, 1910.

W. P. Plummer, Esq.,
Rio de Janeiro Tramway, Light & Power Co., Ltd.,
Sao Paulo Tramway, Light & Power Co., Ltd.,
Societe Anonyme du Gaz.
25 Broad Street, New York City.

Dear Sir:—

We confirm the writer's agreement with your goodself 8042
advancing on all shipments after 1st November your contract rates on goods, other than those mentioned in our letter of 17th October, 50c per ton.

Yours faithfully,

(SD) Busk & Daniels.

P. S. We enclose revised list of all rates on goods mentioned in the contract.

Expired	Rio de Janeiro	Santos	8043
Brake Chain	$4.80 (F. F. A.)	$6.00	
Belt Dressing	6.50	6.50	
Car bodies	6.50	6.50	
Car Parts	6.50	6.50	
Car Trucks	6.50	6.50	
Conduit	6.50	6.50	
Conduit Compound	6.50	6.50	
Cotton Duck	6.50	6.50	
Electric Lamps	6.50	6.50	
Electric Signs & Parks	6.50	6.50	8044
Emery Paper	6.50	6.50	
Gas Appliances	6.50	6.50	
Gas Fixtures	6.50	6.50	
Gas Ranges	6.50	6.50	
Gasoline (cu. ft)	.47	.47	
Gate Valves	4.80 (F. F. A.)	6.00	
Glass Globes & Shades	6.50	6.50	
Glassware	6.50	6.50	
Grease, Lubricating	6.50	6.50	
Insulator	6.50	6.50	

PAGE CUT OFF

8045	Insulating Pins	6.50		6.50
	Insulating Material	6.50		6.50
	Iron Chains	4.80	(F. F. A.)	6.00
	Iron, Corrugated	4.80	(F. F. A.)	6.00
	Iron Plates	4.80	(F. F. A.)	6.00
	Iron Sheets	4.80	(F. F. A.)	6.00
	Iron Washers	4.80	(F. F. A.)	6.00
	Leather Belting	6.50		6.50
8046	Machinery (All kinds)	7.50		7.50
	Nails	4.80	(F. F. A.)	6.00
	Oil, Lubricating (cu. ft)	.17½		.17½
	Oil, Track	6.50		6.50
	Paint	8.00		8.00
	Paint Brushes	6.50		6.50
	Pipe, Iron & Steel (and fittings)	4.80	(F. F. A.)	6.00
	Poles, Iron & Steel	4.80	(F. F. A.)	6.00
	Poles, Wooden	6.50		6.50
8047	Rails & Fittings	4.80	(F. F. A.)	6.00
	Rivets	4.80	(F. F. A.)	6.00
	Roofing Paper	6.50		6.50
	Roofing Cement	6.50		6.50
	Rope	6.50		6.50
	Rubber Hose & Fittings	6.50		6.50
	Sandpaper	6.50		6.50
	Screws	4.80	(F. F. A.)	6.00
	Shovels, Picks & Spades	6.50		6.50
8048	Solder, Bar & Wire	6.50		6.50
	Steel (Structural)	4.80	(F. F. A.)	6.00
	Steel Axle	4.80	(F. F. A.)	6.00
	Tools	6.50		6.50
	Waste, Wool & Cotton	6.50		6.50
	Wire, Steel	4.80	(F. F. A.)	6.00
	Wire, Zinc	4.80	(F. F. A.)	6.00
	Wire, Copper (Bare & Insulated)	8.00		8.00
	Wheels	6.50		6.50
	Wheels on Axles	6.50		6.50

COPY 8049

EXPIRED

16th Dec., 1911.

W. P. Plummer, Esq.,
Rio de Janeiro Tramway, Light & Power Co., Ltd.,
Sao Paulo Tramway, Light & Power Co., Ltd.,
Societe Anonyme du Gaz.
New York City.

Dear Sir:—

Referring to our present agreement with your goodself, 8050
please note that the rates on steel products under the same are hereby cancelled and we have pleasure in quoting you our present rates, as follows:

	Bahia FFA	Rio FFA	Santos LANDED
Wire (Plain and Barbed)	$7.20	$6.00	$7.20
Bars, Angles, Hoops Sheets, Plates	6.60	5.40	6.00
Trolley Poles (Up to 30-ft) $1.20 extra each 5-ft.	6.60	5.40	6.00
Rails (Up to 500 tons)	Open	5.40	6.00
" (Over ")	Open	Open	Open
Structural Steel (under 2 tons weight 30-ft length)	6.60	5.40	6.00

8051

These rates are good for prompt sales advised for shipments three months beyond the current month.

All other conditions the same as usual.

Yours faithfully,

(SD) BUSK & DANIELS.

LD/JS.

8052

COPY.

2nd Oct., 1912.

NOW EXISTS.

W. P. Plummer, Esq., Purchasing Agent,
Rio de Janeiro Tramway, Light & Power Co., Ltd.,
Societe Anonyme du Gaz, Rio de Janeiro,
New York City.

Dear Sir:—

Referring to your letter of the 11th March, 1912, basis of rates on your shipments over the conference Lines to

2013

AGE CUT OFF

8053 Brazil, we beg to advise you that we desire you to advance these rates five shillings (5/-) per ton, say 30/- or $7.20 F. F. A. Rio de Janeiro; 35/- landed plus 7/6 returnable; other ports the same relative advance, say 5/- per ton. The same effective say from the 2nd November.

We are,
Dear Sir,
Yours faithfully,
(SD) BUSK & DANIELS.

LD/JS

8054 P. S. Cars, Locomotives, Cement, Rails rates by agreement.

(COPY)

New York, November 7, 1912.

RIO FREIGHT RATES.

Messrs. Busk & Daniels,
Produce Exchange,
Manhattan.

Dear Sirs:—

8055 In answer to your letter of October 2nd, would say that we accept your terms as follows:

$7.20 per ton f. f. a. Rio for general freight.
or
$8.40 plus $1.80 returnable for landed cargo.

We wish to announce that we will take advantage of the former rate and take out all Rio bills of lading f. f. a.

Yours faithfully,
THE PEARSON ENGINEERING CORPORATION, Ltd.
(SD) D. T. RICHARDSON.

8056

(COPY)

New York, November 7th, 1912

CEMENT CONTRACT FOR SANTOS.

Messrs. Busk & Daniels,
Produce Exchange,
Manhattan.

Gentlemen:—

In answer to your letter of November 1st regarding cement for shipment to Santos, would say that we agree

to the rate quoted, viz, $7.80 per ton landed for 21,000 barrels, to be delivered as follows: 8057

5,000 Barrels to S. S. "Eastern Prince," which will be delivered on November 9th and 11th.

5,000 barrels per S. S. "Santa Ursula" for delivery about Nov. 18th

5,000 barrels for S. S. "Cervantes" for delivery about Nov. 27th

5,000 barrels for German steamer as yet unnamed, for delivery about December 3rd. 8058

This leaves 1,000 barrels, which may be taken care of by either of the above German sailings or a Prince Line steamer in the month of December.

Yours truly,

THE PEARSON ENGINEERING CORPORATION, LTD.

(SD) Per D. T. Richardson.

(COPY) New York, December 2nd, 1912. 8059

No. 55498.

PORT OF SANTOS RATES.

Messrs. Busk & Daniels,
Produce Exchange,
Manhattan.

Gentlemen:—

In regard to freight contracts for the port of Santos, would say that we agree to the rate named by your goodselves, viz. $8.40 per ton of 2240 lbs. or 40 cu. ft., it being understood that where tariff rates are lower than the rate above named, we are to have the benefit of the lower rate. 8060

Yours truly,

PEARSON ENGINEERING CORPORATION, LTD.

(SD) Per D. T. Richardson.

DTR/RL

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8061 **Petitioner's Exhibit 340.—Record 1506.**

October 21-1908.

New York, October 19th, 1908.

W. P. Plummer, Esq.,
25 Broad Street,
Manhattan.

Dear Sir:—

8062 We beg to hereby confirm freight agreement made with you, acting in behalf of yourself, Rio de Janeiro Tramway, Light & Power Co., Ltd., and Sao Paulo Tramway, Light & Power Co., Ltd., by us, acting for the Lamport & Holt Line, Prince Line and Hamburg South American Steamship Company—Hamburg American Line. This agreement to cover the transportation for your entire shipments of merchandise from ports in the United States to ports in Brazil, on the following terms:—

8063 From New York to Rio de Janeiro and Santos the following articles at the following rates:—

Brake Chain	$6.00	Insulator	6.00
Belt Dressing	6.00	Insulator Pins	6.00
Car Bodies	6.00	Insulating Materia	6.00
Car Parts	6.00	Iron Chains	6.00
Car Trucks	6.00	Iron, Corrugated	6.00
Conduit	6.00	Iron Plates	6.00
Conduit Compoun(	6.00	Iron Sheets	6.00
Cotton Duck	6.00	Iron Washers	6.00
Electric Lamps	6.00	Leather Belting	6.00
8064 Electric Signs & Parts	6.00	Machinery (All kinds)	$7.00
		Nails	6.00
Emery paper	6.00	Oil, Lubricating (cu.ft.)	.17
Gas Appliances	6.00	Oil, Track	6.00
Gas Fixtures	6.00	Paint	7.50
Gas Ranges	6.00	Paint Brushes	6.00
Gasoline (cu. ft.)	.45	Pipe, Iron & Steel (and fittings)	6.00
Gate Valves	6.00		
Glass Globes & shades	6.00	Poles, Iron & Steel	6.00
		Poles, Wooden	6.00
Glassware	6.00	Rails & Fittings FFA	3.50
Grease, Lubricatin	6.00	Rivets	6.00

Roofing Paper	6.00	(over 40 tons) F. F. A.	4.00	8065
Roofing Cement	6.00	Steel Axle	6.00	
Rope	6.00	Tools	6.00	
Rubber Hose & Fittings	6.00	Waste, Wool & Cotton	6.00	
Sandpaper	6.00	Wire Steel	6.00	
Screws	6.00	Wire Zinc	6.00	
Shovels, Picks & Spades	6.00	Wire, Copper (Bare & In)	7.50	
Solder, Bar & Wire	6.00	Wheels	6.00	
Steel, Structural	6.00	Wheels on axles	6.00	

All rates per ton of 2240 lbs. or 40 cubic feet, ship's option. Freight to be prepaid against deliver of bills of lading and not subject to any return whatsoever. 8066

F. F. A. cargo to bear the usual signed clause.

Shipments by the passenger steamers of the Lamport & Holt Line to bear ten percent (10%) primage additional to the above rates.

The steamship Lines agree to provide space on receipt of ample notice of your requirements.

You agree to ship all of the material purchased on which you control the routing, and to discourage purchases of goods C. I. F. 8067

Goods not provided for in this agreement to pay tariff rates of steamers carrying the goods.

Pieces too large to go below deck to go on deck at shippers' risk.

Pieces in excess of two (2) tons to pay tariff rates less ten percent (10%).

It is further agreed that no single piece shall be tendered under this contract exceeding steamer's or port's handling facilities.

Shipments subject to all conditions of company's regular bill of lading. 8068

Rates to ports other than Rio de Janeiro and Santos to be mutually agreed prior to shipment and based on about similar concessions as to Rio de Janeiro and Santos.

FULL CARGOES. We are to have first opportunity of quoting for all full cargoes and to have the preference at equal rates.

This contract to run subject to sixty (60) days notice of withdrawal on the part of either party.

(SD) BUSK & JEVONS
(SD) W. P. PLUMMER.

PAGE CUT OFF

8069 (COPY)

New York, October 19th, 1908.

Mr. Lorenzo Daniels,

Busk & Jevons,

Produce Exchange, City.

Dear Sir:—

Referring to the contract closed to-day between your
8070 goodself as representing the Lamport & Holt Line, Prince Line, Ltd., and the Hamburg-South American Steamship Company—Hamburg-American Line, and the undersigned, as representing the Rio de Janeiro Tramway, Light & Power Co., Limited, Sao Paulo Tramway, Light & Power Co., Limited, and himself, it is agreed that the provision of the above mentioned contract, referring to exclusive support, is modified to the following extent: We to have the privilege of shipping by the steamers of the Lloyd Brazileiro up to February first, 1909, a maximum quantity not to exceed more than one-third of the business offered to
8071 your three Lines, and the rates to be neither more nor less than the rates in the contract referred to.

After February first, 1909, we agree to ship an amount by the Lloyd Brazileiro that will be inconspicuous and acceptable to yourself.

We agree not to exercise our right to give notice of the withdrawal prior to May first, 1909.

Yours truly,

DRT/D (SD) W. P. PLUMMER.

8072 Accepted

BUSK & JEVONS.

125. TRAMWAY CONTRACT. Messrs. Busk & Jevons having closed and signed this contract the Hamburg Lines have no choice but to accept the terms therein agreed upon but as Messrs. Busk & Jevons have signed the contract themselves on behalf of the Hamburg Lines in the face of verbal & written request that the Hamburg Lines sign the contract on their own behalf they now register their emphatic protest at the manner in which this contract has been handled by Messrs. B./J.

Furthermore in the wire it was most clearly stated by Messrs. B. &. J. that the contract was closed with the understanding that Mr. Plummer's shipments by the Lloyd should cease absolutely on Feby 1st but the contract now contains a clause giving them a limited privilege of making shipment by the Lloyd after this date & as this is contrary to their Principals wishes the F. E. C. only accept the inclusion of this clause under protest with the further understanding that any shipments so tendered by Mr. Plummer after Febry 1st, 1909, shall be submitted by Messrs. B & J to the other members for their approval. 8073

Tramway Contract. Paul F. Gerhard & Co. for account of Prince Line accept contract as made by Messrs. Busk & Jevons, who were authorized to negotiate same for account of the three lines, but hereby protest against the contract being signed by them only as Paul F. Gerhard & Co informed them it was their desire that contract should be signed by each of the three lines. Protest is also made against the clause giving shippers privilege of making limited shipments per Lloyd Brazileiro after February 1st, as Messrs. Busk & Jevons gave Paul F. Gerhard & Co. to understand shipments would be confined to the three lines after this date. 8074 8075

126. The L. & H. Line postpone discussion of the above until next meeting.

Petitioner's Exhibit 341—Record 1506.

(COPY) October 28, 1908.

New York, Oct. 15th, 1908.

Messrs. Busk & Jevons,

Agents, Lamport & Holt Line, 8076

Produce Exchange, City.

Dear Sirs:—

We confirm our conversation with Mr. Jevons this afternoon at which time we conveyed to him the sense of the cable received from our principals to-day in regard to the Tramway contract.

Our principals inform us that they prefer a contract for a stated period and suggest 12 months or failing this for

PAGE CUT OFF

8077 6 months with 2 further periods of 3 months each at our option, and they ask us to insist that you should endeavor to have this condition incorporated in the contract. At the same time we must reiterate our wish that the contract be made in the name of the 3 lines and signed by each of the lines or their representatives and we have no doubt that you will arrange accordingly.

Another point we wish to clear up definitely is the question of the length of time for which the Tramway Co. reserve the right to give a certain proportion of their busi-
8078 ness to the Lloyd. We understand this to be from the commencement of the contract until the first of February and we shall be glad if you will confirm this to us.

Calcium Carbide Company. We received this contract back from you with the suggestion that we should sign it on behalf of the lines and this we are willing to do but as stated to Mr. Jevons we do so at your request and without in any way prejudicing the position we have taken up that the Tramway Contract and other contracts made for joint account must be made on behalf of the 3 lines and signed by their representatives.

8079 We understand from Mr. Jevons that Mr. Daniels is away to-day and that nothing can, therefore, be done in the matter of the Tramway contract, but we shall be much obliged if you will proceed with negotiations in line with our principals' request as soon as this gentleman returns to business.

Yours very truly,
(SD) Funch, Edye & Co.

TAS/V

8080 (COPY)

New York, 19th Oct., 1908.

Messrs. Funch, Edye & Co., Agents,
Hamburg-South American Steamship Company,
Hamburg-American Line.
Messrs. Paul F. Gerhard & Co., Agents,
Prince Line, Ltd.,
Present.

Dear Sirs:—

We beg to enclose herewith a copy of the contract today closed with Mr. W. P. Plummer, on behalf of the Rio

de Janeiro Tramway Light & Power Co., Ltd. etc. also 8081
letter of the same date in which we have secured the committal of the Tramway Co. to practically a nine months' contract, reserving the right on the part of the Lines to withdraw on sixty days' notice. We have also been able to modify the Tramway Co.'s position with the Lloyd Brazileiro, both modified as far as possible to conform to the request of Messrs. Funch, Edye & Co. in their letter of the 15th instant.

Mr. Plummer and ourselves both think that a single signature is more workable than to have three signatures 8082
on his side and three on ours, more especially where at best the present agreement is but a working agreement with many points that are open and must be handled on both sides with a certain amount of "give and take" and fairness.

Hoping that our efforts in this contract will prove satisfactory to you and to the Principals, we are, Dear Sirs,

Yours faithfully,

(SD) Busk & Jevons.

LD.JS. 8083

133. Referring to minute #125 Messrs. Busk & Jevons beg to submit copy of Messrs. Funch, Edye & Co.—letter of Oct. 15th—and their letter of Oct. 19th—covering formally all points raised in connection with the Tram. Co. contract—Coagents will note—Lines have privilege if dissatisfied—of withdrawing on 60 days notice at any time.

Petitioner's Exhibit 98.—Record 1506.

EXPIRED April 16, 1904. 8084

Burnham, Williams & Co.

All shipments of locomotives and parts to Brazilian ports, during the present year of 1904 and to be continuous thereafter subject to 30 days notice of withdrawal:
Rates:—

To Pernambuco, Maceio, Bahia, Rio de Janeiro & Santos 17c net cu. ft.

To Desterro, Anonia, Paranagua and Rio Grande do Sul (if transshipped) 30c net per cu. ft.

PAGE CUT OFF

8085 If steamer proceeds direct with quantities of 500 tons or over, 22½c net per cu. ft.

All "free from alongside."

See Minute #858, Jan. 24/06.

Agreed to charge 13c cft. F. F. A. additional on all packages weighing ten tons and not exceeding 20 tons.

March 21, 1906.

The following arrangement has been made on shipments to Brazil, under contract.

On repairs or parts of locomotives:—

8086 Charge per ton weight or measurement, ship's option, on the basis of the present contract rates.

EXPIRED

EXPIRED.

The Baldwin Locomotive Works,

Philadelphia, Pa. May 16, 1912.

Messrs, Busk & Daniels,

301 Produce Exchange,

8087 New York City.

Dear Sirs:—

I have your two letters of May fifteenth, confirming agreement to provide transportation for all of our locomotives for which freight has not already been closed, for shipment during the next three months, and continuously thereafter, subject to thirty days notice of withdrawal by either party.

The rates as stated by you are in accordance with our understanding, viz:

8088 Pernambuco, Maceio, Bahia, Rio de Janeiro and Santos.

22c	per	cu.	ft.	up	to	10 tons
30c	"	"		10	to	15 tons
35c	"	"		15	to	20 tons
50c	"	"		20	to	25 tons

Paranagua, Sao Francisco do Sul, Desterro, Florianapolis, Santa Catarina and Rio Grande do Sul

5c PER CU. FT. ADDITIONAL.

All freight f. f. a. *Freight Prepaid.*

We understand from the above that each package comprising a locomotive or other shipment, is to be charged

separately according to its weight, at the prices per cu. ft. above stated. 8089

Prior to my interview with you on the 13th instant, we had closed freight contracts with others for shipment of about twenty five locomotives to Rio, which will go forward during the next three months, but which are not covered by this contract. Prior thereto we had closed for nine locomotives for shipment in September. It is possible that we may succeed in cancelling the contract for the latter of these with the other party, in which case we will apply them to our contract with you. We doubt 8090 whether we will be able to determine this, much before the expiration of the sixty days option.

We assent to the cancellation of our agreement with you of April 23rd, relative to spare parts, and the substitution therefor, of the above mentioned general contract, taking repairs or parts of locomotives at the rates above quoted, but weight or measurement at ship's option.

Very truly yours,

(SD) ALBA B. JOHNSON,
President. 8091

COPY

18th April, 1911.

Baldwin Locomotive Works,
Philadelphia,
Penna.

EXPIRED.

Dear Sirs:— 8092

We confirm our letter of the 15th April and now beg to submit the proposed alterations in your present freighting agreement, which we trust will be found in order:

To Pernambuco, etc. direct.....20c instead of 17c
Lifts 10 to 20 tons.....35c " " 30c
20 " 25 " 50c
To Desterro, etc., for transshipment 33c
direct.....25c
Lifts 10 to 20 tons.....40c

PAGE CUT OFF

8093 The present agreement in all other respects remaining in force.

The business under offer named in your letter to go forward at the old contract terms, if closed.

Yours faithfully,

LD/JS (SD) BUSK & DANIELS.

EXPIRED

COPY

8094

5th June, 1912.

The Baldwin Locomotive Works,
Philadelphia, Pa.

EXPIRED

Dear Sirs:—

We confirm our quotation on Victoria locomotives at 5c over the Rio de Janeiro rates.

Yours faithfully,

8095 (SD) BUSK & DANIELS.

LD/JS

Copy (Expired) 5th Dec., 1911.

The Baldwin Locomotive Works,
Philadelphia,
Penna.

Dear Sirs:—

We are this afternoon in receipt of a cable from our
8096 Principals instructing us to serve notice, terminating our present rate agreement on locomotives with your goodselves and in future charging the equivalent of European rates.

These we understand are on a weight basis:

£5, say $24, per ton of 2240 lbs. heaviest piece not exceeding ten (10) tons.

£6, say $27.80 per ton of 2240 pounds, if the heaviest piece is over ten tons and not over twelve (12) tons.

£7, say $33.60, per ton of 2240 lbs. heaviest piece twelve and one-half (12½) tons and over. 8097

All other terms the same as at present.

We do not know whether the £7 rate covers all lifts over 12½ tons, or if there is still a further graduated scale, and on this point we shall be cabling.

Our cable further advises that the same notice applies to the German Line, but that the Prince Line do not at the moment join in the notice. We shall advise you later of their position.

It will be in order for you to declare all business closed and obligated under the present agreement. 8098

Yours faithfully,

LD/JS (SD) Busk & Daniels, Agents.

COPY

EXPIRED. 18th January, 1912

The Baldwin Locomotive Works,
Philadelphia.

Dear Sirs:—

Referring to your letter of the 15th instant, we shall have pleasure in protecting your five (5) locomotives for Santos ready in 30/60 days. Please advise us more definitely late; also the amount of repairs that you mention. 8099

Repairs, etc. We shall be glad to allow these to run on the old basis until we can make you a new quotation for them. Please advise us if this is satisfactory.

Yours faithfully,
(SD) Busk & Daniels.

LD/JS 8100

COPY

30th Jan. 1912.

The Baldwin Locomotive Works,
Philadelphia,
Penna.

EXPIRED

Dear Sirs:—

Referring to our letter of the 18th instant relative to Repairs, etc. allowing these to remain for the time being

8101 on the basis of our old contract, say, $8.00 per ton, weight or measurement, F. F. A. to Pernambuco, Bahia, Rio de Janeiro and Santos, we should have qualified this, limiting the weight on any single package to not over two (2) tons. On pieces over two (2) tons the rate increases $1.20 per ton up to six (6) tons. Over six (6) tons the rate increases at the rate of $2.40 per ton, weight or measurement.

RATES TO SOUTH BRAZIL. Please take up with us in the case of each enquiry. Pieces up to two (2) tons, we will protect by transshipment at Rio de Janeiro, but heavier
8102 lifts require a direct service and we shall have to quote you separately for them.

RATE ON LOCOMOTIVES. Referring to a telephone conversation recently with your goodselves relative to the different rates for different weight locomotives, we believe you asked if the base rate could apply to pieces under a certain weight and the higher rates for the larger pieces. Looking into the matter carefully and referring to our letter of the 5th December, we find that the rates quoted are flat rates per ton of 2240 lbs. irrespective of the measurement
8103 and a locomotive of which the heaviest piece is ten (10) tons takes the straight rate right through of £5. Where the heaviest piece is between 10 and 12 tons, the whole locomotive takes the £6 rate. Over twelve and one-half (12½) tons the whole locomotive takes the £7 rate.

If there has been any misunderstanding in connection with your telephone and you have misunderstood these quotations, please declare any such business to us. But for all new business please quote the straight rate on the total weight of the locomotive.

We are,
8104 Dear Sirs,

Yours faithfully,

LD/JS. (SD) BUSK & DANIELS.

COPY

8th November, 1912.

The Baldwin Locomotive Works,
Philadelphia, Pa.

Dear Sirs:—

Referring to our letter of the 15th May, embodying an open agreement with your goodselves for South American

transportation the interested Lines instruct us to serve the following notice, in the terms of our letter of the 15th May: 8105

PARANAGUA, SAO FRANCISCO DO SUL, DESTERRO, FLORIANAPOLIS, SANTA CATARINA AND RIO GRANDE DO SUL: the rate to be £7. 10. 0. per ton of 2240 lbs. F. F. A. and to cover shipments and lifts up to but not exceeding 10 tons.

We shall be obliged if you will please make a full declaration of all business that may apply to the present agreement within the period provided for in said agreement.

We are,

Dear Sirs, 8106

Yours faithfully,

(SD) BUSK & DANIELS.

LD/JS

(COPY)

THE BALDWIN LOCOMOTIVE WORKS

Philadelphia, November 12, 1912.

Messrs. Busk & Daniels, 8107

301 Produce Exchange,

New York City.

Gentlemen:—

We duly note yours of the 8th instant modifying the agreement covering South American transportation as entered into with your goodselves, outlined by your letter of May 15th, and we have noted these changes in our records.

For your information beg to say that we have no orders booked for any of these ports at the present moment nor have we any outstanding offers for any shipments not yet ordered. 8108

Very truly yours,

THE BALDWIN LOCOMOTIVE WORKS,

TRAFFIC DEPARTMENT.

(SD) By Chas. A. Wiggins,

Manager.

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8109 **Petitioner's Exhibit 14.—Record 1506.**

Busk & Daniels
New York

COPY.
15th May, 1912.

The Baldwin Locomotive Works,
Philadelphia.

8110 Dear Sirs:—

We have the pleasure of confirming our agreement with Mr. Johnson on Monday, relative to providing transportation for all of your locomotives and parts to Brazilian ports say for the next three months and continuous thereafter, subject to thirty days notice of withdrawal by either party. The rates are as follows:

PERNAMBUCO, MACEIO, BAHIA, RIO DE JANEIRO AND SANTOS:

8111

22c	per	cu.	ft.	up	to	10 tons
30c	"	"		10	to	15 tons
35c	"	"		15	to	20 tons
50c	"	"		20	to	25 tons

PARANAGUA, SAO FRANCISCO DO SUL, DESTERRO, FLORIANAPOLIS, SANTA CATARINA AND RIO GRANDE DO SUL

5c per cu. ft. additional.

All freight F. F. A. *Freight prepaid.*

8112 On repairs or parts of locomotives the rates are to be per ton weight or measurement, ship's option on the basis as named above.

This agreement is authorized and made for account of the Lamport & Holt Line, Prince Line and Hamburg-South American S. S. Co. and Hamburg-American Line's joint service; and it is further agreed that should any of these Lines make lower rates for locomotives during the life of this agreement, The Baldwin Locomotive Works are to be fully protected in the matter of lower rates.

The Lamport & Holt Line have the privilege of charging ten per cent (10%) primage on shipments by their steamers.

Shipments to be subject to all the conditions of the carrying Line's bill of lading. 8113

Reasonable notice to be given for the movement of freight.

Yours faithfully,
(SD) Busk & Daniels.

Petitioner's Exhibit 342.—Lowry 1509.

Arrivals of coffee at port of New Orleans. La. from July 1, 1908 to June 30, 1909 inclusive. Information from daily reports of the New York Coffee Exchange. Recapitulation by lines. 8114

	Number of bags.
Lamport & Holt	1,091,063
Prince Line	674,029
Outside Steamers	181,374
Transshipments via Europe and coatwise	31,956
Total for the period	1,978,422

8115

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL

Arrivals of coffee at port of New Orleans, La. from July 1, 1908 to June 30, 1909 inclusive. Information from daily reports of the New York Coffee Exchange. Steamers of which the Lamport & Holt Line were owners or charterers.

			Number of bags
1908	July 20	Bellenden	36,752
	Aug. 6	Chaucer	34,687
	17	Camoens	57,722
	Sept. 4	Bellanoch	40,678
	8	Thespis	47,898
	Oct. 7	Virgil	57,368
	Nov. 10	Cavour	90,460
	Dec. 10	Canova	74,825
	2	Milton	43,350
	30	Chaucer	43,328

8116

AGE CUT OFF

8117

				Number of bags
	1908	30	Thespis	84,560
	1909	Jan. 11	Phidias	49,498
		29	Horace)	
			)	106,897*
		29	Newton)	
		Feb. 24	Virgil	58,550
		Mar. 6	General Gordon	70,892
		18	Everilda	70,394
8118		Apr. 2	Redhill	78,885
		16	Susquehanna	37,569
		May 4	Chaucer	6,750
				1,091,063

*Cable figures before arrival S. S. Horace 63,000 bags S. S. Newton 43,000 bags. Total for both steamers appears as given in report of Feb. 1st.

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL

8119

Arrivals of coffee at Port of New Orleans, La. from July 1, 1908 to June 30, 1909 inclusive. Information from daily reports of the New York Coffee Exchange. Steamers of which the Prince Line were owners or charterers.

				Number of bags
	1908	July 20	Spanish Prince	48,533
		Aug. 11	Swedish Prince	21,375
8120		Sep. 14	Norse Prince	34,050
		Nov. 9	Ocean Prince	86,720
		9	Castillian Prince	45,825
		30	Royal Prince	71,306
		Dec. 16	Welsh Prince	83,120
	1909	Jan. 18	Spanish Prince	93,172
		Feb. 26	Black Prince	84,028
		Mar. 26	Corsican Prince	60,187
		Apr. 28	Swedish Prince	36,800
		June 21	Castillian Prince	8,913
				674,029

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL 8121

Arrivals of coffee at port of New Orleans, La. from July 1, 1908 to June 30, 1909 inclusive. Information from daily reports of the New York Coffee Exchange. Outside steamers.

			Number of bags	
1908	July 13	Apollo	9,303	
	Aug. 4	Wandsworth	11,522	
	Sep. 8	Redhill	6,750	8122
	Oct. 13	Amazonas	9,750	
	Oct. 31	Toftwood	20,250	
	Nov. 30	Ripley	7,999	
	Dec. 28	Ras Bera	24,950	
1909	Feb. 16	Ras Issa	28,800	
	25	Pontiac	12,750	
	Apr. 19	Queen Eleanor	14,450	
	26	Tocantins	13,100	8123
	June 1	Tapajoz	17,750	
	23	Polarstjernen	4,000	
			181,374	

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrival of coffee at port of New Orleans, La. from July 1, 1908 to June 30, 1909 inclusive. Information from daily reports of the New York Coffee Exchange. Transshipments via Europe and coastwise from New York. 8124

			Number of bags
1908	July 23	California (from Brazil via Europe)	24,619
1909	Apr. 8	St. Laurent "	3,837
	28	Proteus (from New York)	3,000
	May 12	Texas (Brazil via Europe)	500
			31,956

GE CUT OFF

8125 **Petitioner's Exhibit 342A.—Lowry 1509.**

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL

Arrivals of coffee at port of New Orleans, La. from July 1, 1909 to June 30, 1910 inclusive. Information from the daily reports of the New York Coffee Exchange. Recapitulation by lines.

	Number of bags
Lamport & Holt	1,504,546
8126 Prince Line	661,757
Outside steamers	51,200
Arrivals by sailing vessels	20,000
Total for the period	2,237,503

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at the port of New Orleans, La. from July 1, 1909 to June 30, 1910 inclusive. Information from the daily reports of the New York Coffee Exchange. Steamers of which the Lamport & Holt Line were owners or charterers.

8127

				Number of bags
1909	Aug.	6	Rosetti	100,572
		19	Virgil	42,676
	Sep.	7	Redhill	66,888
		24	Susquehanna	58,673
		29	Chaucer	45,507
	Oct.	11	Phidias	49,936
		23	Coquet	76,995
		29	Camoens	81,174
	Nov.	17	Homer	48,600
8128		23	Horace	67,842
		24	Hatasu	76,950
	Dec.	8	Kenilworth	58,019
		15	Evesham	79,053
		15	Balaclava	90,309
	Dec.	18	Milton	45,477
1910	Jan.	10	Samara	81,189
		7	Virgil	50,354
		21	Malin Head	68,381
	Feb.	1	Labuan	*46,800
		19	Susquehanna	57,050

				Number of bags.	8129
1910	Mar.	8	Chaucer	47,200	
		11	Titian	36,633	
	Apr.	14	Homer	46,216	
		28	Horace	36,313	
	May	18	Phidias	16,565	
	June	22	Milton	29,174	
				1,504,546	

*This number of bags appears as foot note Feb. 1st, 700 bags deducted on Feb. 5th. Uncorrected amount (47,500) bags appears in Jan. total and correction made in Feb. total. 8130

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivas of coffee at the port of New Orleans, La. from July 1, 1909 to June 30, 1910 inclusive. Information from the daily reports of the New York Coffee Exchange. Steamers of which the Prince Line were owners or charterers.

				Number of bags	8131
1909	Aug.	18	Spanish Prince	59,363	
	Sep.	15	Black Prince	85,888	
	Oct.	26	African Prince	115,977	
	Nov.	17	Swedish Prince	82,547	
	Dec.	2	Ocean Prince	120,202	
		29	Saxon Prince	77,649	
1910	Jan.	11	Sahara	94,915	
	Apr.	11	Afghan Prince	19,616	
	May	4	Black Prince	5,600	
				661,757	8132

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at the port of New Orleans, La., from July 1, 1909 to June 30, 1910 inclusive. Information from the daily reports of the New York Coffee Exchange. Outside steamers.

				Number of bags
1909	July	9	Cara	1,300
	Aug.	23	Canadia	17,950

GE CUT OFF

8133

				Number of Bags
1909	Nov.	11	Polarstjernen	13,950
	Dec.	22	Hamilton	10,000
1910	Jan.	14	Celtic Princess	8,000
				51,200

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at the port of New Orleans, La., from July 1, 1909 to June 30, 1910, inclusive. Information from the daily reports of the New York Coffee Exchange. Ar-
8134 rivals by sailing vessels.

				Number of bags.
1909	Mar.	3	Bark Amazone	20,000

Petitioner's Exhibit 342 B.—Lowry 1509.

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at port of New Orleans, La. from July
8135 1, 1910 to June 30, 1911 inclusive. Information from daily reports of the New York Coffee Exchange. Recapitulation by lines.

	Number of bags
Lamport & Holt	1,434,500
Prince Line	600,046
Outside steamers	83,559
Total for the period	2,118,105

8136 COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at port of New Orleans, La. from July 1, 1910 to June 30, 1911 inclusive. Information from daily reports of the New York Coffee Exchange. Steamers of which the Lamport & Holt Line were owners or charterers.

				Number of bags.
1910	July	7	Virgil	8,500
	Aug.	9	Susquehanna	72,501
		12	Tremont	101,430

			Number of bags	8137
1910	Aug 27	Chaucer	33,271	
	Sep. 9	Dettingen	52,976	
	23	Horace	57,601	
	Oct. 7	Phidias	49,275	
	17	Lincolnshire	80,593	
	27	Homer	47,754	
	Nov. 2	Milton	43,072	
	23	Coronation	55,374	
	Dec. 6	Devonshire	86,308	
	20	Virgil	50,339	8138
	29	Bellevue	82,769	
1911	Jan. 6	Canning	*55,696	
	13	Flodden	82,827	
	13	Chaucer	*45,292	
	Feb. 4	Tripoli	50,381	
	10	Canova	71,832	
	18	Horace	31,525	
	Mar. 8	Homer	39,700	
	24	Lincolnshire	45,474	
	Apr. 17	Milton	22,350	8139
		Coronation	#36,309	
	May 11	Devonshire	25,928	
	June 6	Pruth	86,598	
	16	Chaucer	18,825	
			1,434,500	

* Corrected total of cargo as per report of Jan. 19
# Appears in statement of May 1, 1911 as foot note.

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

8140

Arrivals of coffee at port of New Orleans, La. from July 1, 1910 to June 30, 1911 inclusive. Information from daily reports of the New York Coffee Exchange. Steamers of which the Prince Line were owners or charterers.

			Number of bags.
1910	July 13	Swedish Prince	8,970
	Aug. 4	Saxon Prince	69,501
	13	Italian Prince	45,800
	27	Norman Prince	45,243

GE CUT OFF

8141

			Number of bags
1910	Sep. 14	Black Prince	40,056
	Nov. 16	Spanish Prince	63,931
	Dec. 13	Royal Prince	110,759
1911	Jan. 26	Swedish Prince	59,276
	Feb. 23	Saxon Prince	53,758
	Mar. 31	Norman Prince	38,279
	May 9	Black Prince	27,948
	June 24	Spanish Prince	36,525

8142

600,046

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at port of New Orleans, La. from July 1, 1910 to June 30, 1911 inclusive. Information from daily reports of the New York Coffee Exchange. Outside steamers.

8143

			Number of bags.
1910	Aug. 18	Tapajoz	34,943
	27	Birchtor	6,300
	Nov. 7	Purus	21,166
	Dec. 17	Tapajoz	11,650
1911	Feb. 14	Osceola	9,500

83,559

Petitioner's Exhibit 342 C.—Lowry 1509.

8144 COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at port of New Orleans, La. from July 1, 1911 to June 30, 1912 inclusive. Information from daily reports of the New York Coffee Exchange. Recapitulation by lines.

	Number of bags.
Lamport & Holt	1,465,953
Prince Line	528,018
Total for the period	1,993,971

COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL. 8145

Arrivals of coffee at port of New Orleans, La. from July 1, 1911 to June 30, 1912 inclusive. Information from daily reports of the New York Coffee Exchange. Steamers of which the Lamport & Holt Line were owners or charterers.

				Number of bags.	
1911	July 8	Horace		33,820	
	12	Tintoretto		42,612	
	31	Homer		46,033	8146
	Aug. 17	Virgil		50,399	
		Bellasco		59,927*	
	Sep. 15	Tripoli		48,000	
	29	Balaclava		62,520	
	Oct. 19	Devonshire		54,775#	
	30	Evesham		64,020	
	Nov. 9	Chaucer		42,821	
	11	Raeburn		83,769	
	27	Flodden	67,457	68,554c	
	Dec. 20	Bellevue		60,926	
	29	Horace	56,350	55,477c	8147
1912	Jan. 19	Queen Maud		61,355	
	26	Homer		26,676	
	Feb. 6	Virgil		61,332#	
		Ben Vrackie		77,326*	
	Mar. 5	Camoens		72,385	
	5	Devonshire		70,022*	
	Apr. 13	Chaucer		45,145	
	29	Canning	68,356	68,915#	
	May 27	Bellevue		65,089	
	31	Homer		44,523	8148
	June 15	Sallust		55,319	
	30	Virgil		44,213#	
				1,465,953	

*Number of bags not shown on date of arrival but appear in the report published the first day of the succeeding month.

Corrected number of bags as appears in the succeeding report to the date of arrivals shown.

c Corrected to the figures in right hand column in the monthly totals.

AGE CUT OFF

8149 COFFEE ARRIVALS AT NEW ORLEANS FROM BRAZIL.

Arrivals of coffee at port of New Orleans, La. from July 1, 1911 to June 30, 1912 inclusive. Information from daily reports of the New York Coffee Exchange. Steamers of which the Prince Line were owners or charterers.

					Number of bags.
8150	1911	Aug.	15	Swedish Prince	38,948
		Sep.	12	Saxon Prince	32,125
		Oct.	13	Norman Prince	38,484
		Nov.	14	Tudor Prince	56,808
		Dec.	13	Black Prince	42,764
	1912	Jan.	8	Orange Prince	65,416
			22	Spanish Prince	40,371
		Feb.	21	Japanese Prince	58,114
		Apr.	4	Swedish Prince	44,206
8151			26	Saxon Prince	68,310
		June	7	Norman Prince	42,472
					528,018

8152

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Petitioner's Exhibit 343.—Lowry 1509.

Arrivals of coffee at New Orleans from Brazil for four years (crop periods) July 1, 1908 to June 30, 1912 inclusive. Consolidation of yearly recapitulations, years July 1, 1908-June 30, 1909; July 1, 1909-June 30, 1910; July 1, 1910-June 30, 1911; July 1, 1911-June 30, 1912, all inclusive. From information in files of daily, monthly and yearly reports of N. Y. Coffee Exchange.

	Crop years & no. bags 1908/9	% of total carried by con. line steamers	Crop years & no. bags 1909/10	% of total carried by con. line steamers	Crop years & no. bags 1910/11	% of total carried by con. line steamers	Crop years & no bags 1911/12	% of total carried by con. line steamers	Total number of bags for four year period	Percentage of total carried by con.lines
rt & Holt	1,091,063)	)89.2%	1,504,546)	)96.8%	1,434,590)	)96%	1,465,953)	)100%	5,590,977)	)95.6%
Line	674,029)		661,757)		600,046)		528,018)		2,368,935)	
e steamers	181,374		51,200		83,559				316,133	
hipments via e & Coastwise vessel	31,956		20,000						31,956 20,000	
Total	1,978,422		2,237,503		2,118,105		1,993,971		8,328,001	

8156 8155 8154 8153

8157 **Petitioner's Exhibit 344.—Lowry 1510.**

DEPARTMENT OF JUSTICE,

Carbon copy for the files.

441 Custom House,

New York, October 28, 1913.

8158 Collector of the Port,

New Orleans, La.

Dear Sir:—

Can you furnish, for the use of the attorneys in charge of the case of *United States* vs. *Prince Line Ltd.*, information as to the lines which operated the following vessels on the voyages when they arrived in New Orleans on the
8159 dates as given approximately. These dates are not exact but are taken from the statistics of the New York Coffee Exchange, and are from one to four days after the arrival of the vessel:

Mar.	6, 1909	General Gordon
Mar.	18, "	Everilda
Apr.	2, "	Redhill
Sep.	7, "	Redhill
Nov.	24, "	Hatasu
8160 Jan.	10, 1910	Samara
Jan.	11, "	Sahara
Jan.	21, "	Malin Head
Jan.	19, 1912	Queen Maud

If there is no definite information as to the line operating the vessel please give the name of the consignee of the steamer (not of the cargo), which may serve to identify the line. An early reply will be appreciated.

Yours faithfully,

Special Employee.

Petitioner's Exhibit 34a.—Lowry 1510. 8161

TREASURY DEPARTMENT
United States Customs Service
Port of New Orleans, La.

November 3, 1913.

Mr. William Lowry,
Special Employee, Department of Justice,
Room 441, Custom House, New York, N. Y.

Sir: 8162

I am in receipt of your letter of the 28th ultimo, requesting to be furnished, for the use of the attorneys in charge of the case of *United States* vs. *Prince Line Limited*, information as to the lines which operated certain vessels on the voyages when they arrived in New Orleans on certain dates.

In reply, I have to state that Alfred LeBlanc, agent Lamport & Holt Line, which is operated between Brazilian ports and New Orleans, was the consignee of the following vessels, which arrived at this port on the dates named: 8163

British steamship	"General Gordon"	March	5, 1909
"	"Everilda"	March	17, 1909
"	"Redhill"	April	1, 1909
"	"Redhill"	September	2, 1909
"	"Hatasu"	November	20, 1909
"	"Samara"	January	3, 1910
"	"Malin Head"	January	18, 1910
"	"Queen Maud"	January	17, 1912

M. & R. Warriner, agents for the Prince Line at this port, were the consignees of the British Steamship "Sahara," which arrived at this port January 5, 1910. 8164

It is possible that the vessels named were under charter to the Lamport & Holt Line and the Prince Line, respectively, for the voyages named. This office, however, has no definite information on that point.

Respectfully,
(Sgd) C. S. Nebert,
Collector.

(No enclosure)
Copy to Deputy Collector Fluker.
JMH/AJC

AGE CUT OFF

8165 **Petitioner's Exhibit 346.—Lowry 1510.**

DEPARTMENT OF JUSTICE.

Carbon Copy For the Files.

441 Custom House,
New York, December 8, 1913.

J. P. Maclay, Esq.,
% Messrs. Maclay, McIntyre & Co.,
8166 Glasgow, Scotland.

Dear Sir:—

For the information of the attorneys in the suit of the United States Government against the Prince Line, *et al*, it becomes necessary to identify the charterer of the British S. S. SAHARA during the voyage which included the arrival of this ship at New Orleans, which was July 5, 1910. As I understand this ship is owned by Maclay, McIntyre, I take the liberty of requesting this informa-
8167 tion, which will be thoroughly appreciated.

Yours faithfully,
Special Employee.

Petitioner's Exhibit 347.—Lowry 1510.

21 Bothwell Street,
Glasgow, 19th Dec. 1913.

The Attorney General,
8168 Department of Justice,
Washington, D. C.

Dear Sir,

In reply to your communication of the 8th December addressed to Mr. Maclay, S. S. "Sahara" arrived at New Orleans on 5th January 1910 (not July) under charter to The Prince Line Ltd.

Yours truly,
(Sgd) Maclay & McIntyre.

Petitioner's Exhibit 3, Record 297. 8169

Attached tariff dated March, 1912 for Mid-Brazil succeeds tariff dated "For shipment from 1st July, 1904" There were various revisions to the rates between the above dates, but no regular record has been kept.

Further tariff is now being printed, showing an advance in all the rates over the March, 1912 tariff.

December 11th, 1912.

TARIFF

OF

8170

RATES of FREIGHT

FROM

NEW YORK

8171

TO

BRAZIL

MARCH 1912

8172

Except where otherwise specified in this tariff weight or measurement rates should be charged, whichever yields most freight.

Minimum Bill of Lading for regular ports, including Consular Fee, $6.10.

Freight on Parcels (parcel receipt,) for Pernambuco, Bahia, Rio de Janeiro and Santos, 60 cents per cubic foot or part of a foot; minimum including Consular Fee, $2.35.

No package, described as samples or patterns, to be shipped on Bill of Lading with other goods.

In case of different articles being shipped in the same package, the rate of freight for the highest rated article to be charged on the whole.

One per cent. ad valorem to be charged when it amounts to more than the freight at tariff rates, except where otherwise specified. Ad valorem rates not to carry primage.

All pieces or packages over 2 tons in weight to be charged as per scale for Heavy Lifts.

AGE CUT OFF

8173 All quotations given to be subject to revision until actual engagement.

All freight payable on delivery of Bills of Lading.

No cargo (heavy lifts, as per tariff excepted,) to be taken for F. F. A. delivery in lots of less than 40 tons in one steamer on one Bill of Lading.

No F. F. A. delivery to be granted abroad unless Bills of Lading are so claused.

The F. F. A. clause shall be as follows, and must in all cases be signed by the Shipper or his authorized Agent, who shall be responsible for its being carried out, viz:

"To be taken from alongside the steamer by consignees of goods at their risk and expense immediately the steamer is ready to deliver, also by night, if desired by the owners of the steamer or their agents; in default the agents of the steamer to have the option of landing the goods at expense (including dock dues) and risk of consignees. Consignees to send a competent representative, who will sign receipts for each lighter load before it leaves the steamer's side, otherwise the steamer will not be responsible for any claim on the cargo.

8174 In the event of discharge being made by steamer direct on to the new quays at Rio de Janeiro instead of into lighter in accordance with the conditions set forth above consignees to pay an additional freight of..... per ton representing the difference between the f. f. a. and landed rate.

In the event of the consignees refusing to carry out the conditions of this clause, the shipper shall be held and hereby holds himself responsible for all expenses incurred thereby."

No Bills of Lading shall be signed for ports for which cargo is transhipped at Bahia.

No contracts shall be made and no quotations be given for shipments extending beyond the three months succeeding the current month, except on such articles as are "special" in the tariff or for which yearly contracts may be agreed upon as necessary, it being a condition that each particular shipment of these "special" articles must not be less than the respective minimum.

8175 **RATES.**

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
Acid, under or on deck, ship's option	per cu. ft.	.63	.66	.60	.60
Acetic Acid	" "	.33	.36	.30	.30
Advertising Matter	" "	.36	.39	.33	.33
Aeroplanes	" "	.18	.21	.15	.15
Agate Ware		(See Hollow Ware)			
Agricultural Implements up to 2 tons (shellers and threshers excepted)	" "	.28	.31	.25	.25
Alabaster Goods	" "	.33	.36	.30	.30
Albums		(See Books)			
Alcohol	" "	.39	.42	.36	.36
8176 Alkali	per ton wt. or meast.	9.60	10.80	10.80	8.40
Alum	per cu. ft.	.30	.33	.27	.27
Aluminum	" "	.69	.72	.66	.66
" Goods (excepting Hollow Goods)	" "	.36	.39	.33	.33
Ammonia, Liquid	" "	.69	.72	.66	.66
Ammonia, Lump	" "	.36	.39	.33	.33
Amorces (Toy Cartridges)	" "	.69	.72	.66	.66
Amorphous Phosphorus		(See Phosphorus)			
Anchors (up to 2 tons)	per ton wt. or meast.	12.00	13.20	10.80	10.80
Animal Charcoal		(See Charcoal)			
Anti-fouling Compostions	" "	18.00	19.20	16.80	16.80
Antimony	" "	14.40	15.60	13.20	13.20
Anvils	" "	12.00	13.20	10.80	10.80
Apples (in Barrels)	per barrel	1.70	1.90	1.50	1.50
Apples (in Boxes)	" cu. ft.	.28	.31	.25	.25

	Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	8177
Apothecary Ware and Drugs (harmless)....per cu. ft.	.36	.39	.33	.33	
Apparel.... " "	.36	.39	.33	.33	
Arms, (except Revolvers,) ad valorem	1%	1½%	1%	1%	
or.... .per cu. ft.	.36	.39	.33	.33	
Arsenic, packed in tin.... " "	.36	.39	.33	.33	
" " otherwise " "	.69	.72	.66	.66	
Artists' Colors and Materials.... " "	.36	.39	.33	.33	
Artificial Flowers and Funeral Wreaths.... " "	.27	.31	.25	.25	
Asbestos.... " "	.30	.33	.27	.27	
Asbestos Cement (Barrels) " "	.22½	.25½	.19½	.19½	8178
Asphalt (Barrels) landed per 2240 lbs.	9.60	10.80	8.40	8.40	
Asphalt in barrels in lots up to 400 tons F. F. A. " "	7.20	8.40	5.50	6.00	
In lots over 400 tons... In one steamer and on one B/L.....F. F. A, " "	6.60	7.80	4.80	5.40	
Asphalt Paving Block....	(See Asphalt)				
Automobiles and steam Motor Vehicles (up to 3 tons).....per cu. ft.	.27	.30	.24	.24	
(Over 3 tons, 3c per cu. ft. for every additional ton or fraction thereof).					
Automobiles, etc., accessories of.....per cu. ft.	.36	.39	.33	.33	
Axes....	(See Hardware)				8179
Axle Grease....	(See Grease)				
Axles.....per ton wt. or meast.	12.00	13.20	10.80	10.80	
Baby Carriages.....per cu. ft.	.30	.33	.27	.27	
Bacon and Beef.....per bbl	1.90	2.60	2.10	1.65	
" " ..... " ¾ "	1.45	2.00	1.60	1.25	
" " ..... " ½ "	.95	1.30	1.05	.85	
" " ..... " ⅜ "	.75	1.00	.85	.70	
" " ..... " ¼ "	.50	.65	.55	.45	
" " .....per cu. ft.	.27	.31	.25	.24	
Bags and Bagging (jute)	(See Dundees)				
Bags (paper).... " "	.23	.31	.25	.25	
Baize.... " "	.36	.39	.33	.33	
Barbed Wire	(See Wire, Barbed)				
Barges, complete.... } " in pieces.... }	(See Launches)				8180
Barley (in shippers' bags) per 2240 lbs	14.40	15.60	13.20	13.20	
Barium, Chloride of.....per cu. ft.	.30	.33	.27	.27	
Barrels, empty....	(See Casks)				
Barytes.....per ton wt. or meast.	10.80	12.00	9.60	9.60	
Basils.....per cu. ft.	.36	.39	.33	.33	
Basins, Metal..per ton wt. or meast.	12.00	13.20	10.80	10.80	
Basket Ware.....per cu. ft.	.22½	.25½	.19½	.19½	
Bast.... " "	.30	.33	.27	.27	
Bath Bricks....per ton wt. or meast	9.60	10.80	8.40	8.40	
Bath Tubs (Iron).....per cu. ft.	.27	.30	.24	.24	
Bath Tubs, Porcelain Lined or Enamelled.... " "	.30	.33	.27	.27	
Beans (in shippers' bags) 2240 lbs.	14.40	15.60	13.20	13.20	
Bedding.....per cu. ft.	.30	.33	.27	.27	

AGE CUT OFF

			Pernambuco		Bahia		Rio de Janeiro		Santos	
			$	c	$	c	$	c	$	c
8181	Bedsteads	per cu. ft.		.30		.33		.27		.27
	" Tubes (in bundles)	" "		.30		.33		.27		.27
	Beehives and accessories	" "		.30		.33		.27		.27
	Beef Extracts		(See Groceries)							
	Beer (bottled)	" "		.27		.30		.24		.24
	" (in casks)	per ton wt. or meast.		14.40		15.60		13.20		13.20
	Bellows	per cu. ft.		.30		.33		.27		.27
	Belting (leather, cotton or other)	" "		.36		.39		.33		.33
	Bengal Matches	" "		.69		.72		.66		.66
	Benzine (on deck in drums or cases)		(See Gasoline)							
	Benzol (on deck)	" "		.69		.72		.66		.66
8182	Bi-Carbonate of Soda		(See Soda)							
	Bicycles	" "		.36		.39		.33		.33
	Bijouterie	" "		.69		.72		.66		.66
	Billiard Tables	" "		.36		.39		.33		.33
	Biscuits	" "		.30		.33		.27		.27
	Bisulphide of Carbon	" "		1.23		1.30		1.20		1.20
	Bitters	" "		.36		.39		.33		.33
	Blacking	" "		.30		.33		.27		.27
	Blankets	" "		.33		.36		.30		.30
	Bleaching Powder	per ton wt. or meast.		14.40		15.60		13.20		13.20
	Blocks and Pulleys	per cu. ft.		.30		.33		.27		.27
	Blotting Paper		(See Paper, Blotting)							
	Blue (washing)	" "		.27		.30		.24		.24
	Boats		(See Launches)							
8183	Bobbins (wood)		(See Woodenware)							
	Boilers		(See Machinery or Heavy Lifts)							
	Boiler Accessories (when shipped alone)	per ton wt. or meast.		14.40		15.60		13.20		13.20
	Boiler Tubes	" "		10.80		12.00		9.60		9.60
	" Composition	" "		14.40		15.60		13.20		13.20
	" Lagging (Kieselguhr)	" "		8.40		9.60		7.20		7.20
	Bolts and Nuts (excepting when part of Railway contract)	" "		12.00		13.20		10.80		10.80
	Bone Ash	per cu. ft.		.27		.30		.24		.24
	Bonnets (untrimmed)	" "		.33		.36		.30		.30
	" Shapes	" "		.33		.36		.30		.30
	Bookbinders' Material	" "		.36		.39		.33		.33
	Books (printed)	" "		.36		.39		.33		.33
8184	Boots and Shoes	per ton wt. or meast.		12.00		13.20		10.80		10.80
	Borax									
	Bottles (excepting Bottles of Crystal Glass) empty	per cu. ft.		.18		.21		.15		.15
	Bottles (empty Crystal Glass)	" "		.27		.30		.24		.24
	Box Irons and Sad Irons		(See Irons)							
	Bran	" "		.23		.31		.25		.20
	Brandy (in cases and casks)	" "		.36		.39		.33		.33
	Brassware & Brass sheets	Per ton wt. or meast.		14.40		15.60		13.20		13.20
	Brewery Fittings	per cu. ft.		.33		.36		.30		.30
	Britannia Ware	" "		.36		.39		.33		.33
	Bricks, Loose	per ton wt. or meast.		7.20		8.40		6.00		6.00
	Bricks (packed in crates)	" "		9.60		10.80		8.40		8.40

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	
Bridgework (up to 2 tons weight or 30 feet long) same as Iron, Angle, Bar, etc. (unpacked) $1.20 extra for each additional 5 feet in length or ton weight or fraction thereof.						8185
Bristles	per cu. ft.	.36	.39	.33	.33	
Brome	" "	.36	.39	.33	.33	
Bronze & Bronze Powder	" "	.39	.42	.36	.36	
Bronzeware and Ornaments	Ad. Val.	1%	1½%	1%	1%	
Brooms, Broomsticks and Broomcorn	per cu. ft.	.30	.33	.27	.27	8186
Brushes	" "	.30	.33	.27	.27	
Buckets	" "	.27	.30	.24	.24	
Building Paper		(See Paper Building)				
Buoys (up to 3 tons wt.)	per cu. ft.	.22½	.25½	.19½	.19½	
Over 3 tons		(See Heavy Lifts)				
Butter (in barrels)	per 2240 lbs.	17.40	18.60	16.20	16.20	
Butter (in cases)	per 2240 lbs.	16.20	17.40	15.00	15.00	
Buttons	per cu. ft.	.36	.39	.33	.33	
Butts		(See Hardware)				
Cabinets, Dental	per cu. ft.	.36	.39	.33	.33	
Cables, Chains	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Candles	per cu. ft.	.30	.33	.27	.27	8187
Candle Wick and Lamp Wick	" "	.30	.33	.27	.27	
Candy	" "	.33	.36	.30	.30	
Canned Goods (excluding Condensed Milk)	" "	.36	.39	.33	.33	
Cannel Coal, small lots in Crates, Bbls., Hhds. or Casks		(Special)				
Cannel Coal, in bulk of 2-300 tons		(Special)				
Cannel Coal (larger quanties)		(Special)				
Canvas		(See Dundees)				
Capsules (bottle)	per cu. ft.	.33	.36	.30	.30	
Car Material (Pieces and packages up to 2 tons weight or 30 feet long						8188
per ton wt. or meast.	Landed	8.40	9.60	7.20	7.20	
" " "	F. F. A.	7.20	8.40	6.00		
$1.20 add. for every extra ton weight or every 5 feet or fraction.						
Carbide of Calcium	per 2240 lbs.	13.20	12.00	12.00	12.00	
Carbolic Acid (under or on deck) ship's option	per cu. ft.	.63	.66	.60	.60	
Carbonate Ammonia	per ton wt. or meast.	14.40	15.60	13.20	13.20	
Carbonate of Magnesia	per cu. ft.	.23	.26	.20	.20	
" of Soda		(See Soda)				
Carbonic Acid Gas, Liquid in Iron Drums, on deck	per 100 lbs.	.71	.75	.65	.65	

AGE CUT OFF

			Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c
8189	Cardboard Bales, bdls., rolls, corrugated	per cu. ft.	.18	.21	.15	.15
	Cardboard (in cases)	per ton wt. or meast.	12.00	13.20	10.80	10.80
	Cardboard (in Bales, bundles or rolls)	per ton wt. or meast.	9.60	10.80	8.40	8.40
	Cards, Spinning	per cu. ft.	.33	.36	.30	.30
	Carousals, including Organ & Engine	" "	.33	.36	.30	.30
	Carpets (excepting Jute)	" "	.33	.36	.30	.30
	Carpets, Jute		(See Dundees)			
	Carriages and parts	" "	.30	.33	.27	.27
8190	Carriage Material	" "	.30	.33	.27	.27
	Cartridges, Safety (under or on deck, ship's option)	per 100 lbs.	1.36	1.40	1.30	1.30
	Minimum charge for shipment		5.00	5.50	5.00	5.00
	" for separate Bill of Lading		10.00	11.00	10.00	10.00
	Cartridge Cases, empty, (with or without caps)	per cu. ft.	.36	.39	.33	.33
	Cart Bushes	" "	.30	.33	.27	.27
	Cash Registers	" "	.36	.39	.33	.33
	Caskets and Coffins	" "	.36	.39	.33	.33
	Casks, dismounted (Hoops and Shooks)		(See Shooks)			
8191	Casks, wooden, empty	" "	.22½	.25½	.19½	.19½
	Cassava Pans	" "	.33	.34½	.27	.27
	Cassia		(See Spices)			
	Castor Oil		(See Oil, Castor)			
	Caustic Soda		(See Soda)			
	Celluloid and Celluloid Goods	per cu. ft.	.36	.39	.33	.33
	Cellulose		(See Woodpulp)			
	Cement	per 2240 lbs. F. F. A.	6.00	5.40	4.20	
	" "	" Landed	7.20	7.20	6.00	4.80
	Cereals	per cu. ft.	.30	.33	.27	.27
	Chains	per ton wt. or meast.	12.00	13.20	10.80	10.80
	Chairs, Common	per cu. ft.	.18	.21	.15	.15
	" other than common	" "	.27	.30	.24	.24
	Chalk, Common	per ton wt. or meast.	9.00	10.20	7.80	7.80
8192	Chalk, Crayons	per cu. ft.	.36	.39	.33	.33
	Charcoal, Animal	" "	.30	.33	.27	.27
	Charcoal, Flaked, 40 tons and over	F. F. A. per ton wt. or meast.	5.40	6.60	4.20	4.20
	Cheese	per cu. ft.	.37½	.40½	.34½	.34½
	Chemicals (not dangerous and not otherwise specified)	per cu. ft.	.36	.39	.33	.33
	Chicory	" "	.30	.33	.27	.27
	China	" "	.36	.39	.33	.33
	China Clay	per ton wt. or meast.	9.60	10.80	8.40	8.40
	China Ware	per cu. ft.	.36	.39	.33	.33
	Chlorate of Potash	per ton wt. or meast.	18.00	19.20	16.80	16.80
	Chloride of Lime	" "	14.40	15.60	13.20	13.20
	Chloroform	per cu. ft.	.69	.72	.66	.66

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	8193
Chocolate	per cu. ft.	.33	.36	.30	.30	
Church Ornaments	" "	.45	.48	.42	.42	
Churns		(See Dairy Implements)				
Cider	" "	.27	.30	.24	.24	
Cigars (Havana)	" "	.69	.72	.66	.66	
" (not Havana)	" "	.33	.36	.30	.30	
Cisterns (Iron)	" "	.27	.30	.24	.24	
Clay Conduit Pipe		(See Pipe)				
Clocks	" "	.36	.39	.33	.33	
Closets, Iron	" "	.27	.30	.24	.24	
Cloves		(See Spices)				
Coacholine		(See Axle Grease)				8194
Coal, small lots (except Cannel)		(Special)				
Coal, large lots (except Cannel)		(Special)				
Coal Sacks (Tarred)	" "	.36	.39	.33	.33	
Cocus Fibre Goods	" "	.30	.33	.27	.27	
Cod Fish		(Special)				
Coffee Mills, Wooden	" "	.22½	.25½	.19½	.19½	
Coffee Mills other than Wooden	" "	.30	.33	.27	.27	
Cocoa	" "	.36	.39	.33	.33	
Coin, Nickel and Bronze	per ton wt. or meast	15.60	16.80	14.40	14.40	
Coke		(Special)				
Colors and Paints	" "	12.00	13.20	10.80	10.80	
Coloring Earth	" "	8.40	9.60	7.20	7 20	8195
Condensed Milk		(See Milk)				
Concrete Reinforcements		(See Iron)				
Confectionery	per cu. ft.	.33	.36	.30	.30	
Cooking Plates, cast iron	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Copper and Copper Goods Ingots, Plates	" "	14.40	16.80	13.20	13.20	
Copper Wire		(See Iron)				
Copper, Sulphate of	" "	13.20	14.40	12.00	12.00	
Copperas	" "	13.20	14.40	12.00	12.00	
Cordage		(See Rope)				
Cordials and Liqueurs	per cu. ft.	.36	.39	.33	.33	
Cordite and Cordite Cartridges, under 10 tons	" "	1.23	1.25	1.20	1.20	
	or per 100 lbs.	2.46	2.50	2.40	2.40	
Cordite and Cordite Cartridges, 10 tons and upwards		(Special)				8196
Corks and Corkwood, in bales and bags	per cu. ft.	.18	.21	.15	.15	
Corks and Corkwood, in cases and casks	" "	.24	.27	.21	.21	
Cork Shavings for Insulating purposes	" "	.21	.24	.18	.18	
Cork Mats	" "	.27	.30	.24	.24	
Corn, Indian or Maize, in shipper's bags		(Special)				
Corn Flour	" "	.30	.33	.27	.27	
Corn Meal	" "	.23	.26	.20	.20	
Cornshellers	" "	.28	.31	.25	.25	
Corrugated Iron Sheets		(See Iron)				
Corsets	" "	.36	.39	.33	.33	

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			Pernambuco		Bahia		Rio de Janeiro		Santos	
			$	c	$	c	$	c	$	c
8197	Cotton, in compressed bales		(Special)							
	Cottons, Linens, Worsteds and Woolens of all descriptions	per cu. ft.	.36		.39		.33		.33	
	Cotton Gins	" "	.27		.30		.24		.24	
	Cotton Seed Meal (in Bags)	" "	.23		.31		.25		.25	
	Cotton Ties		(See Ties)							
	Cotton Twist and Thread	" "	.33		.36		.30		.30	
	" Waste	" "	.22½		.25½		.19½		.19½	
	" Wick	" "	.30		.33		.27		.27	
8198	Coverlets	" "	.33		.36		.30		.30	
	Crackers, fancy	" "	.39		.40½		.36		.36	
	Crockery	" "	.36		.39		.33		.33	
	Crucibles,	per ton wt. or meast.	10.80		12.00		9.60		9.60	
	Curios	per cu. ft.	.36		.39		.33		.33	
	Curtains, cotton or mixture	" "	.36		.39		.33		.33	
	Cutlery	" "	.36		.39		.33		.33	
	Cyanide of Potassium	per ton wt. or meast.	14.40		15.60		13.20		13.20	
	Dairy Implements	per cu. ft.	.30		.33		.27		.27	
	Demijohns, empty	" "	.19½		.21		.15		.19½	
	Dental Cabinets	" "	.36		.39		.33		.33	
	Dental Goods	" "	.36		.39		.33		.33	
8199	Detonators, (minimum $16)	per 100 lbs.	2.46		2.50		2.40		2.40	
	Disinfectants, not otherwise enumerated	per cu. ft.	.69		.72		.66		.66	
	Disinfectants, in tin lined packages or iron drums or Earthenware Jars packed in cases or casks	per ton wt. or meast.	15.60		16.80		14.40		14.40	
	Dispensary Articles		(See Apothecary Ware)							
	Dress Goods	per cu. ft.	.36		.39		.33		.33	
	Drugs, harmless	" "	.36		.39		.33		.33	
	Druggists' Sundries	" "	.36		.39		.33		.33	
	Druggets	" "	.33		.36		.30		.30	
	Drums, Iron, empty	" "	.22½		.25½		.19½		.19½	
	Dryers, liquid	" "	.69		.72		.66		.66	
	Duck, Cotton		(See Dundees)							
8200	Dundees Jute Hessians, Jute Cloth, Jute Yarn, Jute Twine, Jute Twist, Raw Jute, Jute Carpets, Flax Twine, Hemp Cord, Hemp and Jute Cord, Flax and Hemp Raw, Flax and Hemp Yarns	per cu. ft.	.27		.28½		.22½		.22½	
	Jute and Flax Mixed, Canvas, Flax Canvas, and Sail Cloth, Cotton Canvas	" "	.27		.28½		.22½		.22½	
	Dyes	" "	.36		.39		.33		.33	
	Dyewood Extract	per ton wt. or meast.	14.40		15.60		13.20		13.20	

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	8201
Dyewood	per cu. ft.	.30	.33	.27	.27	
Dynamite, under 10 tons	per 100 lbs.	2.56	2.60	2.50	2.50	
" 10 tons and over.		(Special)				
Earthenware, in crates or casks	per cu. ft.	.18	.21	.15	.15	
Earthenware Closets, common (in casks, or crates, or loose)	" "	.22½	.25½	.19½	.19½	
Earthenware, in cases	" "	.27	.30	.24	.24	
Earthenware Sinks, Pans and Traps	" "	.22½	.25½	.19½	.19½	8202
Earthenware Drain Pipes, loose, Shippers supply straw	" "	.18	.21	.15	.15	
Earthenware, Drain Pipes loose, (Shipper supplying straw). In lots 100 tons and over F. F. A.	" "	.13½	.16½	.10½	.10½	
Ebonite Cells	" "	.36	.39	.33	.33	
Elastic	" "	.36	.39	.33	.33	
Electrical Fittings	" "	.36	.39	.33	.33	
" Goods (small)	" "	.36	.39	.33	.33	
Emery powder and Cloth	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Enamelled Iron Plates		(See Iron)				
Enamelware		(See Hollow Ware)				
Engine Packing	per cu. ft.	.30	.33	.27	.27	8203
Engravings	" "	.36	.39	.33	.33	
Envelopes	" "	.33	.36	.30	.30	
Epsom Salts	" "	.27	.30	.24	.24	
Etuis (boxes for Fancy Goods)	" "	.36	.39	.33	.33	
Explosives		(Special)				
Extract of Beef		(See Groceries)				
Fans, except palm leaf and cheap Japanese Fans	per cu. ft.	.36	.39	.33	.33	
Fans, palm leaf and cheap Japanese	" "	.27	.30	.24	.24	
Feathers	" "	.36	.39	.33	.33	
Felt, Roofing and Sheathing	" "	.27	.30	.24	.24	
Felt Goods	" "	.33	.36	.30	.30	8204
Fenders, Ships	" "	.30	.33	.27	.27	
Fenders, Iron and Steel	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Fertilizers, (Bags or Barrels)	per ton wt. or meast.	10.80	12.40	10.00	9.60	
Fibre	per cu. ft.	.27	.30	.24	.24	
Files	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Filing Cabinets	per cu. ft.	.36	.39	.33	.33	
Filters and Filter Fittings	" "	.33	.36	.30	.30	
Fire Bars		(See Iron, Bar)				
Fire Bricks		(See Bricks)				
Fire Clay, up to 100 tons, landed	per ton wt. or meast.	8.40	9.60	7.20	7.20	
Fire Clay, in lots over 100 tons, one steamer, $1.20 per ton less F. F. A.						

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			Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c
	Fire Grates and Ranges		(See Stoves)			
	Fire Crackers	per cu. ft.	.36	.39	.33	.33
	Fire Works, except Crackers	" "	.69	.72	.66	.66
	Fish, dried and salted, other than Cod	" "	.27	.30	.24	.24
	Fish Oil		(See Oil, Fish)			
	Flagstones and Paving Stones		(See Stones)			
	Flannels	" "	.36	.39	.33	.33
	Floor Cloths	" "	.36	.39	.33	.33
	Florida Water	" "	.30	.33	.27	.27
	Flour		(Special)			
8206	Fly Paper	" "	.36	.39	.33	.33
	Fodder	" "	.27	.30	.24	.24
	Fog Signals	" "	.69	.72	.66	.66
	Forges and Blowers	" "	.33	.36	.30	.30
	Forks, Manure	" "	.28	.31	.25	.25
	Frames, Picture	" "	.36	.39	.33	.33
	Fruit, dried		(See Groceries)			
	Furniture, (except Common Chairs, and Reed and Rattan)	" "	.27	.30	.24	.24
	" Bent Wood	" "	.18	.21	.15	.15
	Furniture, Reed & Rattan	" "	.22½	.25½	.19½	.19½
	Furniture, School	" "	.18	.21	.15	.15
	Furs	" "	.69	.72	.66	.66
	Fuses on deck	" "	1.03	1.10	1.00	1.00
8207	(Minimum B/L$10.00)					
	Galvanized Iron		(See Iron)			
	Gambier	per cu. ft.	.36	.39	.33	.33
	Gas and Electrical Fittings	" "	.36	.39	.33	.33
	Gas Meters		(See Meters)			
	Gasoline, on deck, Drums or Cases		(Special)			
	Gelatine	" "	.33	.36	.30	.30
	Gin, in Cases	" "	.27	.30	.24	.24
	" in Casks	" "	.27	.30	.24	.24
	Girders		(See Iron)			
	Girths	" "	.36	.39	.33	.33
	Glass, broken	per ton wt. or meast.	10.80	12.00	9.60	9.60
8208	" Gauges		(See Boiler Accessories)			
	Glass, Cut	per cu. ft.	.36	.39	.33	.33
	" Plate	" "	.27	.30	.24	.24
	" Window	" "	.21	.24	.18	.18
	Glassware, hollow, in crates and casks	" "	.19½	.21	.15	.15
	Glassware, hollow, in Cases	" "	.27	.30	.24	.24
	Glass Tiles		(See Tiles)			
	Glazing Earth	per ton wt. or meast.	9.00	10.20	7.80	7.80
	Glaubersalts, Sulphate Soda		(See Soda)			
	Gloves, Silk and Kid, etc.	per cu. ft.	.69	.72	.66	.66
	" Cotton and Woolen	" "	.36	.39	.33	.33
	Glucose	per ton wt. or meast.	12.00	13.20	10.80	10.80
	Glue	per cu. ft.	.30	.33	.27	.27
	Glycerine	" "	.36	.39	.33	.33

		Pernambuco		Bahia		Rio de Janeiro		Santos		
		$	c	$	c	$	c	$	c	8209
Gold (ad valorem)			2%		2%		2%		2%	
Government Cargo	(Special)									
Grain, in bags	(Special)									
Grain Mills	per cu. ft.		.28		.31		.25		.25	
Granite (pieces up to 2 tons)	per ton wt. or meast.	12.00		13.20		10.80		10.80		
Grapes	per cu. ft.		.30		.33		.27		.27	
Grass Rugs		(See Rugs)								
Grass Seeds		(See Seeds)								
Grates and Ranges		(See Stoves)								
Grease and Tallow (except Lubg.)	per ton wt. or meast.	10.80		11.40		9.00		10.80		
Grease, Lubricating (in Barrels)		(Special)								8210
Grindstones	per ton wt. or meast.	12.00		13.20		10.80		10.80		
Groceries	per cu. ft.		.36		.39		.33		.33	
Gum Arabic	" "		.36		.39		.33		.33	
Gunpowder, in barrels (minimum $10)	per 100 lbs.	3.06		3.10		3.00		3.00		
Gunpowder, in tins (minimum $10)	" "	4.26		4.20		4.20		4.20		
Gunpowder, 10 tons and upwards		(Special)								
Guttering	per cu. ft.		.30		.33		.27		.27	
Haberdashery	per cu. ft.		.36		.39		.33		.33	
Hammers	per ton wt. or meast.	13.20		14.40		12.00		12.00		
Hams		(See Groceries)								8211
Handles (Spade, Shovel, Fork and Broom)	per cu. ft.		.30		.33		.27		.27	
Hardware, not otherwise specified	per ton wt. or meast.	14.40		15.60		13.20		13.20		
Harness	per cu. ft.		.36		.39		.33		.33	
Harness Dressing	" "		.30		.33		.27		.27	
Hats	" "		.33		.36		.30		.30	
Hat Linings	" "		.36		.39		.33		.33	
Hat Shapes	" "		.33		.36		.30		.30	
Hatchets		(See Hardware)								
Hatter's Fur	" "		.33		.36		.30		.30	
Hay (in compressed Bales)	" "		.22½		.25½		.19½		.19½	
Heavy Lifts		(See end of Tariff)								
Hemp	" "		.27		.28½		.22½		.22½	
Herbs	" "		.36		.39		.33		.33	8212
Hides, dry, undressed	" "		.33		.36		.30		.30	
" dressed	" "		.36		.39		.33		.33	
Hinges	per ton wt. or meast.	13.20		14.40		12.00		12.00		
Hoes	per cu. ft.		.28		.31		.25		.25	
Hollow Ware, Aluminum, Iron, Tin, Brass and Enamel	" "		.22½		.25½		.19½		.19½	
Hominy		(See Cereals)								
Hooks and Eyes	" "		.33		.36		.30		.30	
Hoops and Shooks		(See Shooks)								
Hops	" "		.30		.33		.27		.27	
Horn Goods	" "		.36		.39		.33		.33	
Horseshoes	per ton wt. or meast.	12.00		13.20		10.80		10.80		
Hosiery	per cu. ft.		.36		.39		.33		.33	
Hospital Furniture		(See Furniture School)								
Household Goods (in use)	" "		.30		.33		.27		.27	

GE CUT OFF

			Pernambuco		Bahia		Rio de Janeiro		Santos	
			$	c	$	c	$	c	$	c
	Ice Boxes, Refrigerators	per cu. ft.		.33		.36		.30		.30
	Incubators	" "		.30		.33		.27		.27
	India Rubber and India Rubber Goods			(See Rubber Goods)						
	India Rubber Tubing and Hose Pipe			(See Rubber Goods)						
	Indigo	" "		.39		.42		.36		.36
	Ink	" "		.30		.33		.27		.27
	" Printers'	" "		.30		.33		.27		.27
8214	Instruments, Musical (except Pianos and Organs)	" "		.36		.39		.33		.33
	Instruments, Scientific or Surgical	" "		.36		.39		.33		.33
	Or ad valorem			1%		1½%		1%		1%
	Insulators	" "		.30		.33		.27		.27
	Ironware			(See Hardware)						
	Irons, Box Irons, Sad Irons	per ton wt. or meast.		12.00		13.20		10.80		10.80
	Iron, Shutters	per ton wt. or meast.		9.20		12.40		10.00		8.00

		Pernambuco		Bahia		Rio de Janeiro		Santos	
		landed	ffa	landed	ffa	landed	ffa	landed	ffa
	Iron and Steel castings N. O. S. not parts of machinery packed or unpacked	12.00	.....	13.80	.....	10.80	.....	10.80	.....
	Iron, Expanded	10.80	.....	12.60	.....	9.60	.....	9.60	.....
8215	Iron, Oxide of, in bags or barrels	9.00	.....	10.80	.....	7.80	.....	7.80	.....
	Iron, Pig	7.20	.....	9.00	5.40	6.00	4.80	6.00	.....
	Iron, Angle, Bar, Bundle, Hoop, Plates, Scrap (unpacked)	9.60	9.00	9.00	6.00	6.00	5.40	6.00	.....
	Iron, Angle, Bar, Bundle, Hoop, Plates, Scrap, (packed)	10.80	10.20	9.00	6.00	6.00	5.40	6.00	.....
	Iron, Sheets, Galv.—Corr.	10.80	9.60	11.40	8.40	8.40	7.20	8.40	.....
	Iron Plates, Enamelled	13.20	.....	15.00	.....	12.00	.....	12.00	.....
	Iron or Steel Black Plates and Sheets— packed	10.80	.....	11.40	.....	8.40	.....	8.40	.....
	unpacked	9.60	.....	10.20	.....	7.20	.....	7.20	.....
	Iron, Galvanized Ridging	12.00	.....	13.80	.....	10.80	.....	10.80	.....
8216	Iron, Construction parts for Houses, Buildings or Maritime Purposes, (Jetties, Piers, Barge Work, etc.), N. O. S. not parts of machinery up to 2 tons wt. or 30 ft. in length, $1.20 extra for every additional 5 ft. in length or ton wt. or fraction thereof	9.60	9.00	9.00	6.00	6.00	5.40	6.00	.....
	Iron Nails	12.00	10.80	9.00	6.00	6.00	4.80	6.00	.....
	Frogs and Switches, alone	10.80	9.00	12.60	9.60	9.60	8.40	9.60	.....
	Tin Plate, packed	10.80	10.20	11.40	8.40	8.40	7.20	8.40	.....
	Concrete Reinforcement (Expanded Metal)	10.80	9.60	12.60	9.60	9.60	9.00	9.60	.....
	Staples	12.00	10.80	9.00	6.00	6.00	5.40	6.00	.....
	Rail Joints (not copper)	12.00	10.80	13.20	10.20	9.60	8.40	9.60	.....

	Pernambuco		Bahia		Rio de Janeiro		Santos	
	landed	ffa	landed	ffa	landed	ffa	landed	8217
Poles and Fittings up to 30 ft. long or 2 tons wt. $1.20 extra for every additional 5 ft. in length or ton wt. or fraction thereof	9.60	8.40	9.00	6.00	6.00	5.40	6.00	
Wire, Copper	14.40	13.20	16.20	13.20	13.20	12.60	13.20	
Woven Wire, Fencing	9.00	7.80	10.80	7.80	7.80	7.20	7.80	
Wire, Copper or Brass, Telephone or Telegraph	14.40	13.20	16.20	13.20	13.20	12.60	13.20	
Wire, Telegraph or Telephone, not brass or copper	10.80	9.60	10.20	7.20	7.20	6.00	7.20	
Wire, iron or steel in coils per 2240 lbs	10.80	9.60	10.20	7.20	7.20	6.00	7.20	8218
Wire, in casks or cases	13.20	12.00	10.20	7.20	7.20	6.00	7.20	
Wire, Barbed, per 2240 lbs	9.60	8.40	10.20	7.20	7.20	6.00	7.20	

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Isinglass	per cu. ft.	.36	.39	.33	.33	
Ivory	" "	.69	.72	.66	.66	
Japanese Goods (cheap), such as Paper Umbrellas, Fans, Colored Vases, etc	per cu. ft.	.30	.33	.27	.27	
Jewelry, 2% ad valorem or		.69	.72	.66	.66	8219
" Imitation and Leonic Ware	" "	.45	.48	.42	.42	
Jute Carpeting		(See Dundees)				
Jute, Raw		(See Dundees)				
Kegs, empty		(See Casks, Empty)				
Kieselguhr (boiler lagging)		(See Boiler Lagging)				
Kitchen Ware	per cu. ft.	.36	.39	.33	.33	
" Enamelled or Tinned		(See Hollow Ware)				
Lace (Silk and Linen)	per cu. ft.	.69	.72	.66	.66	
Laces, Shoe	" "	.36	.39	.33	.33	8220
Ladles	" "	.33	.36	.30	.30	
Lamps	" "	.30	.33	.27	.27	
Lamp Black	" "	.36	.39	.33	.33	
Lamp Glasses (Chimneys)	" "	.27	.30	.24	.24	
Lamp Ware	" "	.30	.33	.27	.27	
Lamp Wick	" "	.30	.33	.27	.27	
Lamps and Posts, Street	" "	.27	.30	.24	.24	
Lard (about 50 lbs. gross)	per keg	.36	.50	.40	.30	
Lard (in other packages)	per cu. ft.	.23	.31	.25	.20	
Lathes	" "	.36	.39	.33	.33	
Launches		See Sheet 27				
Lead (Shot and Sheet) and Lead Piping	per ton weight or meast.	12.00	13.20	10.80	10.80	
Lead, Pig	per ton wt. or meast.	7.20	8.40	6.00	6.00	
Leadware	" "	13.20	14.40	12.00	12.00	

AGE CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Lead, White	per ton wt. or meast.	12.00	13.20	10.80	10.80
	Lead Seals and Wire	" "	13.20	14.40	12.00	12.00
	Leaf, Gold (imitation) 2% ad valorem	per cu. ft.	.69	.72	.66	.66
	Leather	" "	.36	.39	.33	.33
	Or ad valorem		1%	1½%	1%	1%
	Leather Dyes	" "	.27	.30	.24	.24
	Leather Goods	" "	.36	.39	.33	.33
	Leather, Sole, in bales	" "	.33	.36	.30	.30
	Leeches	" "	.69	.72	.66	.66
	Leonic Ware	" "	.45	.48	.42	.42
8222	Letter Files (Wood)		(See Furniture)			
	Life Buoys	" "	.30	.33	.27	.27
	Lime	per ton wt. or meast.	10.80	12.00	9.60	9.60
	Lime, Acetate of	per cu. ft.	.30	.33	.27	.27
	" Chloride of	" "	.36	.39	.33	.33
	" Phosphate of	" "	.24	.27	.21	.21
	Linoleum	" "	.36	.39	.33	.33
	Lithographic Stones		(See Stones)			
	Liqueurs and Cordials	" "	.36	.39	.33	.33
	Locks	per ton wt. or meast.	13.20	14.40	12.00	12.00
	Locomotives		(Special)			
	Logwood or Logwood Chips	per cu. ft.	.30	.33	.27	.27
	Logwood Extract	per ton wt. or meast.	14.40	15.60	13.20	13.20
	Looking Glasses	per cu. ft.	.36	.39	.33	.33
8223	Lubricating Grease		(Special)			
	Lumber (high priced)	per 1000 sup. ft.	28.00	30.00	25.00	25.00
	Lumber, other		(Special)			
	Lye, Sulphate of (in bbls.)	per cu. ft.	.24	.26	.21	.21
	Lysol	" "	.36	.39	.33	.33
	Launches and Boats, up to 2 tons wt., landed	" "	.21	.24	.18	.18
	F. F. A.	" "	..	..	.15	..
	Launches, Barges, Tugs, Hulls complete, over 2 tons and including 10 tons weight, per ton wt. F. F. A.		60.00	60.00	60.00	..
	Landed		..	..	..	60.00

8224 $2.40 per ton additional for every ton or fraction thereof over 10 tons (Machinery and Boilers of steam craft, if detached and shipped below or on deck to be charged as per "Machinery and Heavy Lifts" tariff, all f. f. a.)

Bedding, Chocking and Lashing for shippers' account, and the following clause to be inserted in all Bills of Lading, viz:

"The Launch to be delivered alongside the steamer with slings attached ready for lifting on board, the slings to remain attached for lifting over side at port of discharge, where it will be taken from alongside the steamer by consignees at their risk and expense.

The Launch will be carried on deck, and will be entirely at shipper's risk (including negligence of shipowners' servants) during the operation of lifting on board, during the voyage, and while being delivered overside abroad. The shipper to be liable for any accident or damage on account of a wrong declaration of weight."

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	8225
Launches, Barges and Tugs (Hull of) when shipped in sections, weighing up to 2 tons, F. F. A.	per ton wt. or meast.	6.60	6.60	5.40	..	
Landed		..	..	..	6.00	
Sixty cents additional for each ton up to five (5) tons. Over 5 tons $1.20 per ton increase. Machinery and Boilers of steam craft to be charged as per "Machinery and Heavy Lifts" tariff, all F. F. A.						
Launches, Barges and Tugs, in pieces		(See Iron Construction Parts)				
Machinery		(Special)				8226
Maizena	per cu. ft.	.30	.33	.27	.27	
Majolica	" "	.39	.42	.36	.36	
Magnesite	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Magnolia Metal	per 2240 lbs.	9.20	12.40	10.00	8.00	
Malt		(Open)				
Manganese Ore	per ton wt. or meast.	10.80	12.00	9.60	9.60	
Mantelpieces	per cu. ft.	.36	.39	.33	.33	
Manure (not otherwise specified)	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Maple, Hardwood Flooring (in Bdls)	per cu. ft.	.27	.30	.24	.24	
Marble Tiles		(See Tiles)				
Marble Slabs	per ton wt. or meast.	14.40	15.60	13.20	13.20	
Marbles (Glass or Stone)	per ton wt. " "	9.00	10.20	7.80	7.80	
Margarine		(See Butter)				8227
Masts and Spars		(See Girders)				
Match Blocks	per cu. ft.	.18	.21	.15	.15	
Matches, Bengal	" "	.69	.72	.66	.66	
" Safety	" "	.18	.21	.15	.15	
" Wax	" "	.69	.72	.66	.66	
Mats, Skin	" "	.36	.39	.33	.33	
" Woolen	" "	.33	.36	.30	.30	
Matting and Mats (straw or fibre	" "	.30	.33	.27	.27	
Mattresses	" "	.30	.33	.27	.27	
Measurement Cargo (not otherwise specified)	" "	.36	.39	.33	.33	
Mercery	" "	.36	.39	.33	.33	
Mereury	per 100 lbs.	1.36	1.40	1.30	1.30	
Metalware	per cu. ft.	.36	.39	.33	.33	8228
Metal, Expanded	per ton wt. or meast.	10.80	12.60	9.60	9.60	
Meters, Gas and others	per cu. ft.	.30	.33	.27	.27	
Military Equipment, arms excluded	" "	.36	.39	.33	.33	
Milk, Condensed & Malted	" "	.21	.24	.18	.18	
Millinery Goods	" "	.36	.39	.33	.33	
Millstones (up to 2 tons)	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Mineral Waters	per cu. ft.	.21	.24	.18	.18	
Minerals	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Minium	" "	12.00	13.20	10.80	10.80	
Mirrors	per cu. ft.	.36	.39	.33	.33	
Mops	" "	.30	.33	.27	.27	
Motor cars		(See Automobiles)				
" Cycles	" "	.39	.42	.36	.36	

GE CUT OFF

			Pernambuco		Bahia		Rio de Janeiro		Santos	
			$	c	$	c	$	c	$	c
8229	Moulders' Dust	per ton wt. or meast.	12.00		13.20		10.80		10.80	
	Mouldings	per cu. ft.	.30		.33		.27		.27	
	Musical Instruments (excepting Pianos and Organs)	" "	.36		.39		.33		.33	
	Muslins	" "	.36		.39		.33		.33	
	Myrabollams	per 2240 lbs.	13.20		14.40		12.00		12.00	
	Nails, Iron	(See Iron)								
8230	" other	per ton wt. or meast.	14.40		15.60		13.20		13.20	
	Naphtha, on deck in drums or cases	(Special)								
	Needles	per 100 lbs.	1.36		1.40		1.30		1.30	
	Or ad valorem		1%		1½%		1%		1%	
	Netting, Wire	(See Wire Netting)								
	Nickel Ware	per cu. ft.	.36		.39		.33		.33	
	Nitrate of Soda	(See Soda)								
	Nuts and Bolts	(See Bolts and Nuts)								
	Oakum and Oakum Yarn	per cu. ft.	.30		.33		.27		.27	
	Oars	" "	.30		.33		.27		.27	
	Oatmeal (in barrels)	" "	.30		.33		.27		.27	
	Oats	per ton wt. or meast.	10.80		12.00		9.60		9.60	
	Ochre	" " "	12.00		13.20		10.80		10.80	
8231	Oil (Castor or Cod Liver)	per cu. ft.	.36		.39		.33		.33	
	Oil Cocoanut	per 2240 lbs.	13.80		15.00		12.60		12.60	
	Oil, Cotton Seed (in Bbls or Cases)	(Special)								
	Oil, Essential	per cu. ft.	.39		.42		.36		.36	
	Oil, Fish	" "	.36		.39		.33		.33	
	Oil, Fuel (in cases) Oil, Fuel (in 50 gal. Bbls.) Oil, Gas (in 50 gallon Barrels) Oil, Gas (in Cases)	(See Lub. Oil)								
	Oil (Kerosene and Crude Petroleum, in cases)	(Special)								
	Oil, Lard (in Bbls. or Cases)	per cu. ft.	.28		.31		.25		.25	
8232	Oil, Lubricating (in 50 gal. Bbls)	(Special)								
	Oil, Lubricating (in cases)	" "	.27		.30		.24		.24	
	Oil, Rosin	" "	.33		.36		.30		.30	
	Oil (Shale)	per ton wt. or meast.	12.00		13.20		10.80		10.80	
	Oil (others of small value)	per cu. ft.	.33		.36		.30		.30	
	Oil Baize	" "	.36		.39		.33		.33	
	Oil Cloth	" "	.36		.39		.33		.33	
	Oil Paintings	" "	.69		.72		.66		.66	
	Or ad valorem		2%		2%		2%		2%	
	Oilmen's Stores	" "	.36		.39		.33		.33	
	Opium	" "	.69		.72		.66		.66	
	Or ad valorem		2%		2%		2%		2%	
	Organs	" "	.33		.39		.30		.30	
	Oxygen, Compressed (in cylinders)	" "	.69		.72		.66		.66	

	Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	8233
acking (Engine Packing)per cu. ft.	.30	.33	.27	.27	
aintings, Oil.....	(See Oil Paintings)				
aints and Colors (harmless).....per ton wt. or meast.	12.00	13.20	10.80	10.80	
alm Leaf Fans, common.per cu. ft.	.27	.30	.24	.24	
ans, Sugar, Cast Iron..per 2240 lbs.	15.60	16.80	14.40	14.40	
" Frying, &c.....per cu. ft.	.30	.33	.27	.27	
aper, (Printing or Packing, and Wall Lining paper, (in bales or reels) measuring not more than 52½ cubic feet to the ton weight, per ton 2,240 lbs.....	8.40	9.60	7.20	7.20	8234
ver 52½ cubic feet and not more than 70 cubic feet to the ton weight, per ton 2,240 lbs.....	10.20	10.20	7.80	7.80	
lore than 70 cubic feet to the ton weight, per ton 2,240 lbs.....	11.40	11.40	8.40	8.40	
aper, in Cases..... per ton wt. or meast.	12.00	13.20	10.80	10.80	
aper bags.....per cu. ft.	.24	.27	.21	.21	
aper, Blotting..... " "	.30	.33	.27	.27	
aper, Bond and Valuable " "	.36	.39	.33	.33	
aper, Building (not tarred)....per ton wt. or meast.	9.60	12.40	10.00	8.40	
aper Caps, For pistols..per cu. ft.	.69	.72	.66	.66	8235
" Toilet...per ton wt. or meast.	9.60	12.40	10.00	8.40	
" Writing.....per cu. ft.	.36	.39	.33	.33	
aper Hanging, in cases.. per ton wt. or meast.	13.20	14.40	12.00	12.00	
" " in bales..per cu. ft.	.30	.33	.27	.27	
arafine Wax..per ton wt. or meast.	12.00	13.20	10.80	10.80	
asteboard.....	(See Cardboard)				
asteboard Goods.....per cu. ft.	.30	.33	.27	.27	
aving and Flagstones...	(See Stones)				
eas in shippers' bags..per 2240 lbs.	14.40	15.60	13.20	13.20	
ens, Steel.....per cu. ft.	.36	.39	.33	.33	
ercussion Caps.....per 100 lbs.	1.36	1.40	1.30	1.30	
(Minimum same as Cartridges.)					
erfumery.....per cu. ft.	.36	.39	.33	.33	
epper.....per 2240 lbs.	18.00	19.20	16.80	16.80	
etroleum, Residuum in Bbls. and Cases.....	(See Oil, Lubricating)				8236
hosphate of Lime.....	(See Lime)				
hosphorus.....per cu. ft.	1.23	1.30	1.20	1.20	
hosphorus, Amorphous.. " "	.69	.72	.66	.66	
honographs and Parts... " "	.36	.39	.33	.33	
hoto. Materials..... " "	.36	.39	.33	.33	
ianos..... " "	.33	.39	.30	.30	
icks.....per ton wt. or meast.	12.00	13.20	10.80	10.80	
ictures (oil paintings excepted).....per cu. ft.	.36	.39	.33	.33	
ipe, Clay Conduit.....	(See Earthenware Pipe)				
ipes, (clay, smoking).... " "	.27	.30	.24	.24	
" Wooden, Smoking. " "	.27	.30	.24	.24	
" Iron and Tubes...(unpacked)	(Special)				
ipes, Iron and Tubes (in Pkgs.).....per ton wt. or meast.	14.40	15.60	13.20	13.20	

CUT OFF

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
8237	Pipe and Tube Fittings (unpacked) per ton wt. or meast.	12.00	13.20	10.80	10.80
	Pipe and Tube Fittings (in Pkgs.) per ton wt. " "	14.40	15.60	13.20	13.20
	Pitch, option on deck " "	12.00	13.20	10.80	10.80
	Placards per cu. ft.	.30	.33	.27	.27
	Plait Straw " "	.27	.30	.24	.24
	Plants " "	.36	.39	.33	.33
	Plaster Ornaments " "	.30	.33	.27	.27
	" Statues " "	.30	.33	.27	.27
8238	Plaster of Paris (bbls) small lots per ton wt. or meast.	9.00	10.20	7.80	7.80
	Over 40 tons, up to 200 tons landed	7.20	7.20	6.00	6.00
	F. F. A.	6.00	5.40	4.80	.....
	In lots over 200 tons one Steamer and on one B. L. Landed	7.20	7.20	6.00	6.00
	F. F. A.	4.80	4.80	4.20	.....
	Plated Ware 2% ad valorem or per cu. ft.	.69	.72	.66	.66
	Platina, Ad. Val.	1%	1½%	1%	1%
	Plows	(See Agricultural Implements)			
8239	Plumbago per ton wt. or meast.	10.80	12.00	9.60	9.60
	Plumbago Crucibles " "	10.80	12.00	9.60	9.60
	Plumbers' Material per cu. ft.	.36	.39	.33	.33
	Polishing Paste or Powder " "	.30	.33	.27	.27
	Porcelain " "	.36	.39	.33	.33
	Potato Flour per ton wt. or meast.	12.00	13.20	10.80	10.80
	Potatoes per 2240 lbs.	9.60	10.80	8.40	8.40
	Potash per cu. ft.	.30	.33	.27	.27
	Potash (Silicate of Wasser-glass) per cu. ft.	.30	.33	.27	.27
	Pots and Stoves	(See Stoves)			
	Preserves	(See Groceries)			
	Printed Matter per cu. ft.	.36	.39	.33	.33
8240	Printers' Ink " "	.30	.33	.27	.27
	" Utensils " "	.36	.39	.33	.33
	Printing Presses (under 2 tons) per ton wt. or meast.	12.00	13.20	10.80	10.80
	Private Effects per cu. ft.	.36	.39	.33	.33
	Provisions (see Bacon, Lard, &c)				
	Pumice Stone " "	.27	.30	.24	.24
	Pumps " "	.28	.31	.25	.25
	Pulleys and Blocks " "	.30	.33	.27	.27
	Putty per ton wt. or meast.	12.00	13.20	10.80	10.80
	Quicksilver per 100 lbs.	1.36	1.40	1.30	1.30
	Quilts (Marsella and Eider) per cu. ft.	.36	.39	.33	.33
	Quinine " "	.69	.72	.66	.66

	Pernambuco	Bahia	Rio de Janeiro	Santos	
	$ c	$ c	$ c	$ c	8241
Rails and Accessories, Plantation whether attached to sleepers or loose (Rails up to weight of 16 kilos per meter) sleepers, etc., for gauges up to 30 ins., English equal to 762 mm.; and usual appurtenances thereto, F.F.A.	7.20	6.60	6.00	.....	
Landed	8.40	.....	.....	6.00	
Rails up to 35 ft. long and unpacked, Rail Fastenings. like Chairs, Bolts, Nuts, Fishplates, Switches and Crossings (when accompanying rails), in lots up to 500 tons, F. F. A.	6.60	6.60	6.00	.....	8242
Landed	7.80	.....	.....	6.00	
In lots over 500 tons	Rates to be agreed.				
Rails over 35 feet, 60 cents extra for every additional 5 feet or fraction thereof.					
Bahia F. F. A., $4.80 temporary additional charge to be imposed, but this latter to be returned on production of certificate from steamers' agents that no extra expenses have been incurred by Steamer.					
Victoria F. F. A., $1.80 (direct delivery) over Rio.					
Quay delivery may be given at Rio, Bahia and Victoria, for not exceeding 40 tons of Rails, at $1.20 for Rio and Victoria, and $2.40 for Bahia over the respective F. F. A. rates to the said ports.					8243
Railway General Stores and Rolling Stock (except acids and other dangerous cargo, rails and fastenings accompanying rails. cement and locomotives) pieces up to 30 ft. in length or 2 tons weight, F. F. A.	.....	.....	6.00	.....	
Landed	.....	10.20	7.20	7.20	
$1.20 per ton extra for every additional 5 feet in length or ton weight. or fraction thereof.					
Rail Appurtenances, like Chairs. Bolts and Nuts, Switches and Crossings, etc., unpacked:					
1 When accompanying rails	Pay the same rate as rails.				8244
2 When shipped alone	As specially rated in the Tariff.				
If not specially rated in the Tariff	12.00	13.20	9.60	9.60	
Packed: Whether shipped alone or accompanied by rails.	As specially rated in the Tariff.				
If not specially rated in the Tariff	12.00	13.20	9.60	9.60	
Railway Buffers, (same as Railway General Stores)					
Railway Cable. (under 2 tons weight) per ton wt. or meast.	13.20	14.40	10.80	10.80	
Railway Iron Chairs(when shipped without rails	9.00	10.20	6.60	6.60	

AGE CUT OFF

			Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c
8245	Railway Carriages and Wagons or parts thereof, pieces or packages up to 2 tons weight or 30 ft. long. $1.20 extra for every additional ton weight or 5 ft. in length or fraction thereof				6.00	
		F. F. A. Landed	9.60	10.20	7.20	7.20
	Rabbit's Hair	per cu. ft.	.33	.36	.30	.30
	Radiators		(See Stoves)			
	Rags	" "	.30	.33	.27	.27
8246	Railway Carriages and Wagons		(See Car Material)			
	Ranges and Fire Grates		(See Stoves)			
	Rattans	per cu. ft.	.22½	.25½	.19½	.19½
	Reed and Rattan Furniture		(See Furniture)			
	Refractory Earth	per 2240 lbs.	10.80	12.00	9.60	9.60
	Refrigerators, Ice Boxes	per cu. ft.	.33	.36	.30	.30
	Rennet	" "	.36	.39	.33	.33
	Residuum Petroleum		(See Oil, Lubg.)			
	Retorts	per ton wt. or meast.	12.00	13.20	10.80	10.80
	Revolvers, 2% ad valorem	or per cu. ft.	.69	.72	.66	.66
		" "	.36	.39	.33	.33
	Ribbons (not silk)	per 2240 lbs.	8.40	8.40	6.00	6.00
	Rice (in bags)					
	Rice Milling Machinery	per ton wt. or meast.	11.20	12.40	10.00	10.00
		" "	12.00	13.20	10.80	10.80
8247	Rivets	per cu. ft.	.27	.30	.24	.24
	Roofing, Felt	" "	.27	.30	.24	.24
	Rope, Coir	" "	.27	.28½	.22½	.22½
	Rope, Hemp, Manila and Jute					
	Rope, Wire and Steel (not Railway Cable)	per ton wt. or meast.	13.20	14.40	12.00	12.00
	Rosin		(Special)			
	Rubber Goods	per cu. ft.	.36	.39	.33	.33
	Rugs (except Grass)	" "	.33	.36	.30	.30
	Rugs (Grass)	" "	.28	.31	.25	.25
	Rum	" "	.27	.30	.24	.24
8248	Sacks, Coal (tarred)	per cu. ft.	.36	.39	.33	.33
	Sad Irons	" "	(See Irons)			
	Saddlery		.36	.39	.33	.33
	Safes, up to 3 tons	per ton wt. or meast.	14.40	15.60	13.20	13.20
	Safety Fuse	per cu. ft.	.36	.39	.33	.33
	Sal. Ammoniac	per ton wt. or meast.	14.40	15.60	13.20	13.20
	Salt, in cases and barrels	per ton wt. " "	10.80	12.00	9.20	9.60
	" in bags	per ton wt. " "	9.00	10.20	7.80	7.80
	" Rock	per 2240 lbs.	10.80	12.00	9.60	9.60
	" Manure, Kainite	per ton wt. or meast.	8.40	9.60	7.20	7.20
		" " "	10.80	12.00	9.60	9.60
	Saltpetre	" " "	9.00	10.20	7.80	7.80
	Sand					
	Sandpaper	per cu. ft.	.33	.36	.30	.30

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	8249
Sanitary Ware (except Earthenware Closets)	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Saws	per cu. ft.	.33	.36	.30	.30	
Scales	" "	.33	.36	.30	.30	
Scientific and Surgical Instruments	" "	.36	.39	.33	.33	
Or ad valorem		1%	1½%	1%	1%	
Screws	per ton. wt. or meast.	12.00	13.20	10.80	10.80	
Sculpture	per cu. ft.	.36	.39	.33	.33	
Or ad valorem		1%	1½%	1%	1%	
Seeds, Garden	" "	.36	.39	.33	.33	
" Grass	" "	.33	.36	.30	.30	
" Bird and for crushing	per ton wt. or meast.	13.20	14.40	12.00	12.00	8250
Sewing Cotton	per cu. ft.	.33	.36	.30	.30	
Sewing Machines	" "	.21	.24	.18	.18	
Sewing Silk		(See Silk)				
Sheathing Felt		(See Felt)				
Sheep Dip, Powder or Paste	per ton wt. or meast.	10.80	12.00	9.60	9.60	
Sheep Dip, Liquid	" "	12.00	13.20	10.80	10.80	
Sheep, Shears	per cu. ft.	.33	.36	.30	.30	
Sheep Skins, dry		(See Skins)				
Shellac	" "	.30	.33	.27	.27	
Shells, empty	" "	.36	.39	.33	.33	
Shingles, Wooden	" "	.18	.21	.15	.15	
Shirts	" "	.36	.39	.33	.33	
Shoes and Boots		(See Boots and Shoes)				8251
Shoe Laces		(See Laces)				
Shoe Pegs	" "	.23	.26	.20	.20	
Shooks and Hoops (barrel and box)	" "	.18	.21	.15	.15	
Shooks and Fittings (Tank)	" "	.23	.26	.20	.20	
Shovels and Spades	" "	.21	.24	.18	.18	
Show Cases	" "	.36	.39	.33	.33	
Sickles and Scythes	" "	.33	.36	.30	.30	
Sieves	" "	.27	.30	.24	.24	
Silex		(See Rosin)				
Silk, Sewing	" "	.69	.72	.66	.66	
Or ad valorem		2%	2%	2%	2%	
Silks and Satins	" "	.69	.72	.66	.66	
Or ad valorem		2%	2%	2%	2%	
Silk and Cotton Mixtures	" "	.36	.39	.33	.33	8252
Silk and Woolen Mixtures	" "	.36	.39	.33	.33	
Sinks (Iron)	" "	.22½	.25½	.19½	.19½	
Sisal Hemp	" "	.30	.33	.24	.24	
Sizing	" "	.30	.33	.27	.27	
Skins, Sheep, Goat (dry)	" "	.33	.36	.30	.30	
Skins (not sheep or goat)	" "	.36	.39	.33	.33	
Slates (Roofing)	per ton wt. or meast.	12.00	13.20	10.80	10.80	
" School, in cases	per cu. ft.	.27	.30	.24	.24	
Slate Pencils	" "	.27	.30	.24	.24	
Sleepers	per ton wt. or meast.	7.20	9.60	6.00	6.00	
Slot Machines	per cu. ft.	.36	.39	.33	.33	
Small Wares	" "	.36	.39	.33	.33	
Smelling Salts	" "	.36	.39	.33	.33	
Soap, Fancy	" "	.36	.39	.33	.33	
Soap, Common	" "	.27	.30	.24	.24	

GE CUT OFF

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c
8253	Soda.....per ton wt. or meast.	9.60	10.80	8.40	8.40
	Soda Ash.....per 2240 lbs.	9.60	10.80	8.40	8.40
	" " (If measuring over 50 cu. ft. to a ton weight)..... " "	12.00	13.20	10.80	10.80
	Soda, Bi-carbonate of.... per ton wt. or meast.	12.00	13.20	10.80	10.80
	Soda Caustic..... " " "	9.60	10.80	8.40	8.40
	" Crystals.... " " "	9.60	10.80	8.40	8.40
	" Nitrate of.. " " "	10.80	12.00	9.60	9.60
	" Sulphate of. " " "	10.80	12.00	9.60	9.60
	Soot, Chimney.....per cu. ft.	.30	.33	.27	.27
	Specie.....ad. val.	3/16%	3/16%	3/16%	3/16%
8254	Spectacles.....per cu. ft.	.36	.39	.33	.33
	Spelter.....per ton wt. or meast.	12.00	13.20	10.80	10.80
	Spices (Pepper excepted).per cu. ft.	.36	.39	.33	.33
	Spikes.....	(See Iron)			
	Spirits (in cases) common. " "	.27	.30	.24	.24
	" (in casks) " " "	.30	.33	.27	.27
	Sponges..... " "	.36	.39	.33	.33
	Sponge Cloth..... " "	.36	.39	.33	.33
	Springs (not part of a wagon contract)..... per ton wt. or meast.	13.20	14.40	12.00	12.00
	Staples (when shipped alone)...per ton weight	(See Iron)			
	Starch.....per cu. ft.	.21	.24	.18	.18
	Stationery..... " "	.36	.39	.33	.33
	Staves.....	(See Shooks)			
8255	Stearine.....per ton wt. or meast.	12.00	13.20	10.80	10.80
	Steel, (Bar, Ingots and Blocks) not packed.... per ton wt.	(See Iron)			
	Steel, (Bar, Ingots, Blocks) per ton wt.	(See Iron)			
	Steel Ware (common, not otherwise specified).... " "	14.40	15.60	13.20	13.20
	Stones, Lithographic..... " "	14.40	15.60	13.20	13.20
	Stones Paving and Flag landed per ton wt. or meast.	7.20	8.40	6.00	6.00
	Stone Paving and Flag, (in lots of 40 tons or over, F. F. A.....per ton wt. or meast.	6.00	7.20	4.80	..
	Store Trucks.....per cu. ft.	.24	.31	.25	.25
8256	Stoves, Ranges, Fire Grates and Radiators.. " "	.33	.36	.30	.30
	Strawboards.....	(See Cardboard)			
	Straw Envelopes for Bottles..... " "	.22½	.25½	.19½	.19½
	Straw Paper.....	(See Paper)			
	Straw Plait..... " "	.27	.30	.24	.24
	String..... " "	.25½	.28½	.22½	.22½
	Strings, Musical..... " "	.39	.42	.36	.36
	Sugar, crushed, in bags.per 2240 lbs.	10.80	12.00	9.60	9.60
	" ground in bags... " "	10.80	12.00	9.60	9.60
	" in barrels..... per ton wt. or meast.	13.20	14.40	12.00	12.00
	" in cases..... " "	12.00	13.20	10.80	10.80
	" Moulds.....per cu. ft.	.27	.30	.24	.24
	Sulphate of Copper..... per ton wt. or meast.	13.20	14.40	12.00	12.00

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	
Sulphate of Iron		(See Copperas)				
Sulphate of Soda		(See Soda)				
Sulphur	per ton wt. or meast.	10.80	12.00	9.60	9.60	
Sulphuric Acid		(See Acids)				
Sumac	" " "	10.80	12.40	9.60	9.60	
Superphosphates	" " "	8.40	9.60	7.20	7.20	
Switches and Crossings when forming part of contract on rails etc		(See Rails and Fastenings)				
Tacks	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Talcum (in bags)	" " "	9.00	10.20	7.80	7.80	8258
Tallow and Grease (excepting Lubg.)	per cu. ft.	.36	.39	.33	.33	
Tank Shooks and Fittings		(See Shooks)				
Tanks, Iron	" "	.27	.31	.24	.24	
Tapestry	" "	.36	.39	.33	.33	
Tar (option on deck,)	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Tar, Liquid, on deck	per cu. ft.	.36	.39	.33	.33	
Tarpaulins	" "	.36	.39	.33	.33	
Tartaric Acid	" "	.36	.39	.33	.33	
Tea	" "	.36	.39	.33	.33	
Tea (shipped on through B/L)		(Special)				
Telegraph Material (not otherwise specified)	per ton wt. or meast.	12.00	13.20	10.80	10.80	8259
Telegraph Cable		(Special)				
Telegraph and Telephone Instruments	per cu. ft.	.36	.39	.33		
Telephone Wire		(See Wire, Copper)				
Terra Cotta Goods	" "	.36	.39	.33	.33	
Theatrical Scenery	" "	.30	.33	.27	.27	
Thermometers	" "	.36	.39	.33	.33	
Threshing Machinery		(See Machinery)				
Thread	" "	.33	.36	.30	.30	
Ties, Hoop Iron		(See Iron)				
Ties, Railroad		(See Sleepers)				
Tiles (Eathenware)	per ton wt. or meast.	9.60	10.80	8.40	8.40	
" (Glass or Marble)	" "	12.00	13.20	10.80	10.80	
Timber, Softwood	per cu. ft.	.21	.24	.18	.18	8260
" Hardwood	" "	.24	.27	.21	.21	
Tin, Bar	per ton wt. or meast.	13.20	14.40	12.00	12.00	
Tinfoil	" "	14.40	15.60	13.20	13.20	
Tin Plates		(See Iron)				
Tin (Trunk)	" "	12.00	13.20	10.80	10.80	
Tin Ware	" "	12.00	13.20	10.80	10.80	
Tires, India Rubber	per cu. ft.	.36	.39	.33	.33	
" Iron or Steel	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Tissues (Cotton, Linen or Woolen)	per cu. ft.	.36	.39	.33	.33	
Tobacco	" "	.33	.36	.30	.30	
Tobacco Juice	per ton wt. or meast.	12.00	13.20	10.80	10.80	
Toilet Paper	" " " "	9.60	12.40	10.00	8.40	
Tools		(See Hardware)				
Toys	per cu. ft.	.27	.30	.24	.24	

AGE CUT OFF

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c
8261	Tram Cars	(See Car Material)			
	Traps, Fly or Vermin....per cu. ft.	.24	.31	.25	.21
	Trays.....“ “	.33	.36	.30	.30
	Trimmings, Woolen or Cotton.....“ “	.36	.39	.33	.33
	Trimmings, Silk and Cotton, or Silk and Woolen Mixtures.....“ “	.39	.42	.36	.36
	Trinkets.....“ “	.69	.72	.66	.66
	Trucks, Store.....“ “	.24	.31	.25	.25
	Tubes and Pipes.....	(Special)			
	Tube and Pipe Fittings (in packages).....	(See Pipe Fittings)			
8262	Turpentine.....	(Special)			
	Twine.....per cu. ft.	.25½	.28½	.22½	.22½
	Twist, Cotton.....“ “	.33	.36	.30	.30
	Type.....per ton wt. or meast.	9.20	12.40	10.00	10.00
	Typewriters.....per cu. ft.	.36	.39	.33	.33
	Ultramarine.....per cu. ft.	.39	.42	.36	.36
	Umbrellas, Cotton.....“ “	.33	.36	.30	.30
	“ Silk.....“ “	.36	.39	.33	.33
	Umbrella Frames.....“ “	.33	.36	.30	.30
	Union Cloth.....“ “	.36	.39	.33	.33
8263	Valuables, Specie, Watches, Diamonds.....	2%	2%	2%	2%
	Valuables, Surveyors' or Surgical Instruments, Bonds, Bank Notes, or other high priced merchandise N. O. S...	1%	1½%	1%	1%
	Valves for Water Pipes (special when forming part of a Pipe contract). per ton wt. or meast.	13.20	14.40	12.00	12.00
	Varnish, option on deck..per cu. ft.	.39	.42	.36	.36
	Vegetables, canned.....	(See Canned Goods)			
	Vegetole (50 lb. gross kegs) per Keg.....	(See Lard)			
	Vegetole (in cases).....	(See Lard)			
	Velocipedes.....per cu. ft.	.30	.33	.27	.27
8264	Velvets, cotton.....“ “	.36	.39	.33	.33
	Velvet, silk.....“ “	.69	.72	.66	.66
	Or ad. valorem	2%	2%	2%	2%
	Veneering Wood.....	(See Wood, Veneering)			
	Vises.....per ton wt. or meast.	13.20	14.40	12.00	12.00
	Vinegar.....“ “	13.20	14.40	12.00	12.00
	Wadding, cotton.....per cu. ft.	.21	.24	.18	.18
	Wagons and Carts.....“ “	.28	.31	.25	.25
	Walking Sticks.....“ “	.30	.33	.27	.27
	Washers.....per ton wt. or meast.	12.00	13.20	10.80	10.80
	Waste, cotton.....per cu. ft.	.22½	.25½	.19½	.19½
	Watches, watch fittings, ...2% ad. val. or “ “	.69	.72	.66	.66
	Water Closets and Cisterns (Iron)..... “ “	.27	.30	.24	.24

	Pernambuco	Bahia	Rio de Janeiro	Santos	
	$ c	$ c	$ c	$ c	8265
Water Coolers.....per cu. ft.	.33	.36	.30	.30	
Waterproofs..... " "	.36	.39	.33	.33	
Wax.....	(See Paraffine Wax)				
Weighing Machines..... " "	.33	.36	.30	.30	
Weight Cargo, not otherwise specified.....per 2240 lbs.	14.40	15.60	13.20	13.20	
Whalebone.....per cu. ft.	.36	.39	.33	.33	
Or ad valorem	1%	1½%	1%	1%	
Wheat (in shippers' bag)..	(Special)				
Wheels, loose, not parts of machinery..per ton wt. or meast.	12.00	13.20	10.80	10.80	
Wheels on Axles, measured over all ⅓ deducted...					8266
landed per cu. ft.	.21	.24	.18	.18	
Wheels on Axles, measured over all, ⅓ deducted in lots of 40 tons or over FFA.....per cu. ft.	.18	.21	.15	..	
Wheelbarrows..... " "	.27	.30	.24	.24	
Whiskey, in cases and casks..... " "	.36	.39	.33	.33	
White Lead.....	(See Lead)				
Whiting.....per ton wt. or meast.	8.40	8.40	6.60	7.20	
Wick, Candle or Lamp...per cu. ft.	.30	.33	.27	.27	
Windmills..... " "	.28	.31	.25	.25	
Window Frames, iron.. per ton wt. or meast.	12.00	13.20	10.80	10.80	
Window Glass.....	(See Glass)				
Wines, in cases and bbls...per cu. ft.	.36	.39	.33	.33	8267
Wire, Iron or Steel.....	(See Iron)				
Wire, in casks or cases.. per ton wt. or meast.	13.20	10.20	7.20	7.20	
Wire Netting.....per cu. ft.	.22½	.25½	.19½	.19½	
Wire Goods..... " "	.33	.36	.30	.30	
Wood, Dye..... " "	.30	.33	.27	.27	
Wood Pulp, in lots up to 100 tons F. F. A..... per ton wt. or meast.	..	..	4.80	..	
Landed... " " " "	7.20	7.20	6.00	6.60	
In lots of over 100 tons.. F. F. A..... " "	..	..	4.20	..	
Landed..... " "	6.60	7.20	6.00	5.40	
Wood Shavings, empty Boxes for matches, and undipped Sticks for matches.....per cu. ft.	.18	.21	.15	.15	8268
Wood, Veneering..... " "	.30	.33	.27	.27	
Wooden Shingles.....	(See Shingles)				
Wooden Ware..... " "	.27	.30	.24	.24	
Woodwork..... " "	.23	.30	.24	.24	
Wool, Carded..... " "	.27	.30	.24	.24	
Woolens..... " "	.36	.39	.33	.33	
Worsteds..... " "	.36	.39	.33	.33	
Wreaths..... " "	.27	.31	.25	.25	
Yarns, Linen.....per cu. ft.	.27	.30	.24	.24	
Yarn, Cotton and Woolen " "	.27	.30	.24	.24	
Yarn, Jute.....	(See Dundees)				
Yarn, tarred.....	(See Dundees)				

AGE CUT OFF

8269

	Pernambuco	Bahia	Rio de Janeiro	Santos
	$ c	$ c	$ c	$ c
Yeast.....per cu. ft.	.36	.39	.33	.33
Yellow Metal..per ton wt. or meast.	13.20	14.40	12.00	12.00
Zinc and Zinc Goods.... per ton wt. or meast.	12.00	13.20	10.80	10.80
" White.... " " "	7.80	8.40	6.00	6.00

SPECIAL

8270

	Pernambuco	Bahia	Rio de Janeiro	Santos
	$ c	$ c	$ c	$ c
Flour, per barrel.....F. F. A.	.80	.80	.80	.80
Flour, per sack.....F. F. A.	.40	.40	.40	.40
Gasoline, per case (on deck).....Landed	.60	.60	.60	.60
Kerosene, per case.....F. F. A.	.30	.30	.30	.30
Lumber, Yellow Pine, per 1,000 Sup. ft.....F. F. A.	20.00	20.00	20.00	..
Landed	26.00	32.00	26.00	20.00
Lumber, White Pine, per 1000 Sup. ft.....Landed	16.00	16.00	16.00	..
F. F. A.	23.00	29.00	23.00	16.00
Oil, Cotton Seed, per cu. ft.....F. F. A.	.15	.15	.15	..
8271 Landed	.20	.25	.25	.20
Oil and Grease, Lubricating, per barrel.....F. F. A.	1.80	2.20	1.45	..
Landed	2.20	2.50	1.80	1.80
Oil and Grease, Lubricating in cases, per cu. ft..F. F. A.	.15	.18	.12	..
Landed	.18	.21	.15	.15
Turpentine, per case.....Landed	.65	.65	.65	.65
Rosin and Silex, per 280 lbs.....F. F. A.	1.20	1.20	1.20	..
Rosin.....Landed	1.73	1.73	1.73	1.20
Codfish, Tubs (not over 5½ ft.).....Each	1.21	..	1.00	1.00
Conditional Landing Charges	..	..	.23	..
Codfish, (Drums) 128 lbs., 8272 not over 4½ ft.....Each	.94	1.05	.75	.75
Conditional Landing Charges	..	..	.20	..
Codfish (Half Drums)....Each	.47	.55	.40	.40
Conditional Landing Charges	..	..	.10	..
Codfish (Cases).....per cu. ft.	.22	.25	.19	.19

LIVE STOCK.

PERNAMBUCO, BAHIA, RIO DE JANEIRO AND SANTOS

Lambs (when accompaning their mothers).....	per head	$7.20
Big Dogs (shippers providing Food, Kennel and Chains).....	"	24.00
Small Dogs (shippers providing Food, Kennel and Chains)....	"	12.00
Birds and Fowls (with a minimum of $5.00 per crate).....	"	1.00
Calves (under 4 months).....	"	48.00
Cattle.....	"	96.00
Horses.....	"	120.00

Pigs (under 3 months old)	per head	$12.00	8273
" (older)	"	24.00	
Ponies (under 14 hands)	"	96.00	
Sheep	"	24.00	

Shippers to furnish Fittings, Fodder and Attendance.
Steamer furnishing Water only and space for Fodder.
One Free Attendant on Live Stock with not less than 25 sheep.
One Free Attendant on Live Stock with not less than 6 Cattle or Ponies.
One Free Attendant on Live Stock with not less than 4 Horses.
An Extra Attendant to be carried free for every additional $500 freight.

For Attendants accompaning smaller numbers of stock not less than $25 passage money to be paid. Homeward passage money for such attendants to be not less than $50 each.

No Cabin passage with stock to be granted for less than $50 single, or $100 return.

The following clause to be inserted in bills of lading for Cattle shipments, viz.: 8274

"Animals are to be taken delivery of on board the steamer, and brought ashore within 24 hours after the arrival of the steamer, otherwise the captain or agents of the steamer are at liberty to act as they may deem fit.

The consignees are responsible for any consequences or expenses."

EXTRA RATES.

For Bahia $2.40 per ton over Rio de Janeiro or Santos, whichever pays the higher rate, excepting when otherwise provided for in the tariff.
For Cabedello $4.20 per ton over Pernambuco, for delivery at Parahyba, an additional charge of 8 cents per freight ton to be made on all cargo for Cabedello, to cover Government tax.
For Maceio $2.40 per ton over Pernambuco which includes lighterage.
For Victoria. When a steamer proceeds direct to Victoria rates to be $1.80 per ton over Rio de Janeiro or Santos, whichever pays the higher rates. 8275
Cement—Victoria F. F. A., $1.80 over Rio de Janeiro F. F. A. or Santos, whichever yields the most.
An additional 60c to be charged for Victoria Quay.

REDUCED RATES.

The rates to be $1.20 less per ton on the following articles for quantities of over 200 freight tons by one steamer and on one bill of lading (not applicable to Bahia, Rio de Janeiro and Santos).

Bridgework.
Girders.
Iron—Angle, bar, bundle, hoop, plate, sheet and scrap.
Masts and spars (Iron).
Telegraph poles (Iron). 8276

MACHINERY AND HEAVY LIFTS.

		Pernambuco	Rio de Janeiro Santos
		$ c	$ c
Packages up to 2 tons.....			
If by measurement	per cu. ft.	.27	.24
If by weight	per 2240 lbs.	12.00	10.80
Packages 2 to 3 tons.....			
If by measurement	per cu. ft.	.30	.27
If by weight	per 2240 lbs.	13.20	12.00
Packages 3 to 4 tons.....			
If by measurement	per cu. ft.	.33	.30
If by weight	per 2240 lbs.	14.40	13.20

GE CUT OFF

8277

		Pernambuco $ c	Rio de Janeiro Santos $ c
Packages 4 to 5 tons.....			
If by measurement	per cu. ft.	.36	.33
If by weight	per 2240 lbs.	15.60	14.40
Packages 5 to 6 tons.....			
If by measurement	per cu. ft.	.39	.36
If by weight	per 2240 lbs.	18.00	16.80
Packages 6 to 7 tons.....			
If by measurement	per cu. ft.	.45	.42
If by weight	per 2240 lbs.	20.40	19.20
Packages 7 to 8 tons.....			
If by measurement	per cu. ft.	.51	.48
If by weight	per 2240 lbs.	22.80	21.60
Packages 8 to 9 tons.....			
If by measurement	per cu. ft.	.51	.48
If by weight	per 2240 lbs.	25.20	24.00
Packages 9 to 10 tons.....			
If by measurement	per cu. ft.	.57	.54
If by weight	per 2240 lbs.	27.60	26.40

8278

$2.40 per ton extra, weight or measurement, for every additional ton weight or fraction thereof.

All above rates to be F. F. A., and quay delivery only to be given for lots not exceeding 40 tons on one bill of lading in the case of Rio and Victoria at $1.20, and in the case of Bahia at $2.40, over the respective f. f. a. rates to the said ports.

For Pernambuco and Maceio, quay delivery to be $1.20 over the f. f. a. rates but can only be given for parcels of not less than 40 tons of cargo by one steamer and on one bill of lading.

For Bahia $4.20 per ton over Rio de Janeiro rates to be charged.

For Maceio $2.40 per ton over Pernambuco rates to be charged, which includes lighterage.

8279

For Cabedello $4.20 per ton over Pernambuco rates to be charged, which includes delivery at Parahyba, plus 8 cents per freight ton to cover Government tax.

All pieces or packages weighing over 3 tons to be f. f. a. in every case, except Santos, at above rates.

If other goods are named in the same bill of lading, not coming up to 40 tons in all, the F. F. A. clause applies to the entire shipment.

Boilers (up to 10 tons weight) take Machinery rates as above.

Boilers (10 tons and over) and measuring more than three times their weight, a reduction of 20% will be made.

For Machinery and heavy lifts the rates to be $1.20 less per ton for quantities of over 100 freight tons by one steamer and on one bill of lading, and in the case of Cabedello, Maceio, Pernambuco, Rio de Janeiro and Santos a further reduction of $1.20 to be allowed for quantities of over 200 freight tons, by one steamer and one bill of lading.

8280

PIPE.

Rivetted Steel Pipes, whether shipped whole or in sections, diametrical, the measurement of each section being taken separately.....

		Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c
	Landed	7.80	9.60	6.60	6.60
	F. F. A.	6.60	6.60	6.00	.....
Cast and Wrought Iron, Soil or Gas Pipes and Tubes other than Boiler Tubes per ton weight.					
Up to 4 inches.....	Landed	8.40	10.20	7.20	6.60
	F. F. A.	7.20	7.20	6.00	.....
Over 4 in. up to 8 in.....	Landed	9.00	10.80	7.60	7.20
	F. F. A.	7.80	7.80	6.60	.....

8281

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
Over 8 in. up to 15 in....	Landed	9.60	11.40	8.40	7.80
	F. F. A.	8.40	8.40	7.20	.....
Over 15 in. up to 18 in....	Landed	10.20	12.00	9.00	8.40
	F. F. A.	9.60	9.00	7.80	.....

Over 18 inches 24 cents extra per ton for each additional inch or fraction thereof....

Cast and Wrought Iron Rainwater Pipes, 60 cents per ton over above rates.....

Cast and Wrought Steel Tubes and Collars, unrivetted $2.40 per ton over the rate for Cast and Wrought Iron Soil or Gas Pipes as above.....

Flange Pipes and Tubes $2.40 per ton extra.....

The above rates are applicable to pipes not exceeding 30 feet in length. $1.20 per ton extra for each additional 5 feet or fraction thereof.....

8282

INSIDE DIAMETERS UNDERSTOOD.

NOTE:—Except where otherwise specified the foregoing rates are per 40 cubic feet or 2240 lbs. ship's option.

8283

8284

GE CUT OFF

8285

Pet. Ex. No. 158.—Rec. 297.

RECEIVED
Mar. 16, 1912
HAMBURG-AM. LINE

MINIMUM TARIFF

OF

8286

RATES OF FREIGHT

FROM

U.K. Ports and Continental Ports

between Antwerp and Hamburg

(both inclusive)

8287

TO

CABEDELLO (PARAHYBA).	**BAHIA.**
	VICTORIA.
PERNAMBUCO.	**RIO DE JANEIRO.**
8288 **MACEIO.**	**SANTOS.**

MARCH, 1912.

N

S. 531-1-12.

CONDITIONS.

8289

All rates from the United Kingdom to be in shillings per ton of 40 cubic feet, or 2,240 lbs. gross, whichever yields more freight, with 10% primage.

All rates from Antwerp and Dutch ports to be in shillings sterling per ton of 40 cubic feet, or 1,000 kilos gross, whichever yields more freight, with 10% primage. At Antwerp or elsewhere it is particularly forbidden to pay any charges on goods *ex* railway wagon or *ex* lighter, which should be borne by the shippers, existing customs at Hamburg and Bremen excepted.

All rates from German ports to be in marks per ton of one cubic metre or 1,000 kilos gross, whichever yields more freight, with no primage on the measurement rates and 10% primage on the weight rates.

Freight on parcels (parcel receipt) from all ports, 2/6 per cubic foot or part of a foot; minimum, 5/-. If weighing under 10lbs., 6d. per lb.; minimum 1/-.

No package described as samples or patterns to be shipped on Bill of Lading.

In the case of different articles being shipped in the same package, the rate of freight for the highest rated article to be charged on the whole. 8290

One per cent. *ad valorem* to be charged when it amounts to more than the freight at tariff rates. *Ad valorem* rates not to carry primage.

Minimum rate for Bill of Lading to direct ports from U.K., Antwerp and Dutch ports £1 and 10%; from German ports, 22 marks.

All pieces or packages of over 2 tons in weight to be charged as per scale for Heavy Lifts, or as per tariff, whichever yields more freight. This not to apply to Pipes, for which see special tariff on p. 44.

Dundee cargo taken at local rates from any port must be charged on the local measurement, and not on Dundee measurement.

All delivery abroad to be the ordinary and customary delivery at the port.

No cargo (goods shipped by or consigned to a railway company and heavy lifts, as per tariff, excepted) to be taken for f.f.a. delivery in lots of less than 40 tons in one steamer on one Bill of Lading, and in the case of Bahia (with the exception of Locomotives, Steam Barges and Steam Launches, Machinery, Heavy Lifts and Rails) the full quay rate of freight to be prepaid, also on such articles otherwise specified in the tariff at f.f.a. rates, and a return of the difference only to be made on presentation of a certificate that the Consignees have duly taken delivery by their own lighters. In the case of Rio, lots of less than 40 tons on one Bill of Lading, when including heavy pieces of more than 3 tons weight, may be accepted for f.f.a. delivery. 8291

The f.f.a. allowance shall be 2/6 in the case of Rio de Janeiro and Victoria; 12/6 in the case of Bahia; and 5/- in the case of Maceio and Pernambuco, unless otherwise stated in the tariff.

No. f.f.a. delivery to be granted abroad unless Bills of Lading are so clausedd.

The f.f.a. clause shall be as follows, and must in all cases be signed by the shipper or his authorized agent, who shall be responsible for its being carried out, viz.:—

> To be taken from alongside the steamer by consignees of goods at their risk and expense immediately the steamer is ready to deliver, also by night if desired by the owners of the steamer or their agents; in the case of Pernambuco whether steamer discharges in the roads or in the harbour; in default, the agents of the steamer to have the option of landing the goods at expense (including dock dues) and risk of Consignees. Consignees to send a competent representative, who will sign receipts for each lighter load before it leaves the steamer's side, otherwise the steamer will not be responsible for any claims on the cargo. 8292
>
> In the event of discharge being made by steamer direct on to the new quays at Rio de Janeiro instead of into lighter in accordance with the conditions set forth above consignees to pay an additional freight of per ton representing the difference between the f.f.a. and landed rate.
>
> In the event of the consignees refusing to carry out the conditions of this clause, the shipper shall be held and hereby holds himself responsible for all expenses incurred thereby.

Bills of Lading for f.f.a. shipments made out "to order" shall only be granted when accompanied by the name of the consignee, for whom the shipper will hold himself responsible and give a sufficient guarantee.

E CUT OFF

8293 Actual rates of freight to be inserted in all Bills of Lading, except in the case of those for special contract material, or where shippers prove to the Lines that their goods are sold c.i.f., when the words "as per agreement" shall be inserted.

No Bills of Lading shall be signed for ports for which cargo is transhipped at Bahia.

Cargo for Pernambuco, Maceio, and Cabedello (Parahyba), for use in harbour construction works, or shipped on account of and consigned by Bill of Lading to the undermentioned Companies not to be controlled by this tariff, viz.:—

Great Western of Brazil Railway Company and affiliated Conpanies;
Pernambuco Gas Company.

No contracts shall be made and no quotations be given for shipments extending beyond the three months succeeding the current month except for Rails, Railway Plant, Bridgework and Iron construction parts, in lots over 500 tons, for which bookings may be made six months ahead with nett rates, *i. e.*, without primage, or for such articles as are "open" in the tariff, or for which yearly contracts may be agreed upon as necessary, it being a condition that each particular
8294 shipment of these "open" articles must not be less than the respective minimum.

Contracts may be made for Rails for shipment twelve months ahead if shipped in lots of 500 tons and upwards, but such parcels to pay tariff rates with an addition of 1/6 per ton if shipped later than six months after date of quotation.

All quotations given to be subject to revision until actual ergagement, but seven days may be allowed for reply, subject to conditional engagement being made. Quotations may be given for the purpose of tendering abroad, to remain open for one month, on condition that if the business is secured on such tender the freight contract must be made with the Conference Lines at the rates quoted.

The following formula to be adopted in quoting for special parcels of cargo, viz.:—

> This quotation is only applicable on the understanding that if you secure the order shipment must be made by Conference steamers, at the rates quoted, and the quotation will not be valid unless we have your assurance within four days that you accept this stipulation.

8295 All freight payable on delivery of Bills of Lading.

Reduced rates for quantities:—For the purpose of arriving at the quantities of cargo in respect of which reduced rates are applicable the tonnage of the respective parcels is to be calculated at all ports per cubic metre measurement or per 1,000 kilos weight, notwithstanding that the freight is actually chargeable in respect of shipments from U.K., Antwerp and Dutch ports per measurement ton of 40 cubic feet, and from U.K. per weight ton of 2,240 lbs.

RATES.

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Acid, Acetic	72/6	60/-	70/-
" " Glacial	72/6	60/-	65/-
8296 " Arsenic	122/6	110/-	115/-
" Boracic (same as Drugs, harmless).			
" Carbolic, liquid, whether raw or rectified	122/6	110/-	115/-
" " (other)	67/6	55/-	60/-
" Carbonic, compressed, in Cylinders	122/6	110/-	115/-
" Citric in Crystals (same as Drugs, harmless).			
" Lactic " " "			
" Oxalic " " "			
" Phosphoric " " "			
" Pyrogallic " " "			
" Salicilic " " "			
" Sulphuric	122/6	110/-	115/-
" Sulphurous	87/6	75/-	80/-
" Tartaric	67/6	55/-	60/-
" Valerianic (same as Drugs, harmless).			
Acids, in crystal	102/6	90/-	95/-
" other	122/6	110/-	115/-

8297

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Advertising Media (see Printed Matter).			
Aeroplanes	37/6	25/-Rio quay 20/-Rio f.f.a. 22/6 Santos	32/6 quay 30/-f.f.a.
" Motors (same as Machinery).			
Agricultural and Dairy Implements up to 2 tons weight (Shellers and Threshers excepted)	57/6	45/-	50/-
Alabaster Goods	72/6	60/-	65/-
Albums	67/6	55/-	60/-
Alcohol	72/6	60/-	65/-
Alizarine Dyes (see Dyes).			
Alum	57/6	45/-	50/-
" Chrome	52/6	40/-	45/-
Alumine, Sulphate of (see Alum).			
Aluminium and Aluminium Silver Dust	122/6	110/-	115/-
" Goods	67/6	55/-	60/-
Aluminoferrie	52/6	40/-	45/-
American Cloth	67/6	55/-	60/-
Ammonia (liquid)	122/6	110/-	115/-
" (lump)	67/6	55/-	60/-
" Sulphate of (see Manures).			
Amorces, Toy Cartridges	122/6	110/-	115/-
Amorphous Phosphorus (see Phosphorus).			
Anchors (up to 2 tons).	57/6	45/-	50/-
Aniline Dyes (see Dyes).			
" Oil (see under Oil).			
" Salt	52/6	40/-	45/-
Anti-fouling Composition	82/6	70/-	75/-
Antimony	67/6	55/-	60/-
Anvils	57/6	45/-	50/-
Apothecary Ware and Drugs (harmless)	67/6	55/-	60/-
Apparel (see Textile Fabrics).			
Apples	57/6	45/-	50/-
Arms	67/6	55/-	60/-
Arsenic (packed in tin)	67/6	55/-	60/-
" in earthenware jars (packed in casks or cases)	67/6	55/-	60/-
" (packed otherwise)	122/6	110/-	115/-
Articles de Piété	67/6	55/-	60/-
Artificial Flowers (see Flowers).			
Artists' Colors and Materials	67/6	55/-	60/-
Asbestos	57/6	45/-	50/-
Aspenwood, in blocks up to 20 ft. in length	40/-	30/-	32/6
" in lots over 200 tons in one Steamer and on one Bill of Lading		20/-Rio f.f.a. 27/6 Rio quay 27/6 Santos 20/-Bahia f.f.a. 32/6 Bahia quay	32/6f.f.a.
2/6 extra for every 5 ft. or fraction thereof.			
Asphalt (in barrels)	47/6	35/-	45/-
" Flags " Mastix " Pieces " in Powder, in Barrels or Bags. (see Paving Stones).			
In lots up to 400 tons		30/- Bahia f.f.a. 22/6 Rio f.f.a. 25/- Santos	
In lots over 400 tons		27/6 Bahia f.f.a. 20/- Rio f.f.a. 22/6 Santos	
(In one Steamer and on one Bill of Lading).			
Axles	57/6	45/-	50/-

8298

8299

8300

CUT OFF

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8301	Bags and Bagging, Jute (see Dundees).			
	Baize and Oil Baize (see Textile Fabrics).			
	Barbed Wire (see Wire, Barbed).			
	Barges (see Launches).			
	Barium, Chloride of	57/6	45/-	50/-
	Barley (weight)	67/6	55/-	60/-
	" (in demijohns)	52/6	40/-	45/-
	Baryte, Water of (Barythydrat)	52/6	40/-	45/-
	Barytes	52/6	40/-	45/-
	Basels (see Leather, Sheep, Tanned).			
	Basic Slag (see Manures).			
8302	Basins, Metal	57/6	45/-	50/-
	Basketware	45/-	32/6	37/6
	Bast	57/6	45/-	50/-
	Baths	52/6	40/-	45/-
	Bath Bricks	47/6	35/-	40/-
	Beads, Glass and Wax	67/6	55/-	60/-
	Beans (weight)	67/6	55/-	60/-
	" (in demijohns) (measurement)	52/6	40/-	45/-
	Bedding	57/6	45/-	50/-
	Bedsteads	57/6	45/-	50/-
	Bedstead Tubes (bundles)	57/6	45/-	50/-
	Beehives and Accessories	57/6	45/-	50/-
	Beer (bottled)	52/6	40/-	45/-
	" (in casks)	67/6	55/-	60/-
	" Colouring	67/6	55/-	60/-
	Beetroot	57/6	45/-	50/-
8303	Bellows	57/6	45/-	50/-
	Belting, leather, cotton, or other	67/6	55/-	60/-
	Bengal Matches (see under Matches).			
	Benzine	122/6	110/-	115/-
	Bi-Carbonate of Soda (see under Soda).			
	Bichromate of Potash (see under Potash).			
	Bicycles	67/6	55/-	60/-
	Bijouterie	122/6	110/-	115/-
	Billiard Tables	67/6	55/-	60/-
	Bimbeloterie	67/6	55/-	60/-
	Biscuits	57/6	45/-	50/-
	Bi-Sulphide of Carbon	222/6	210/-	215/-
	Bitters	67/6	55/-	60/-
	Blacking	57/6	45/-	50/-
	Blankets (see Textile Fabrics).			
	Bleaching Powder	67/6	55/-	60/-
8304	Blue, Washing	52/6	40/-	45/-
	Boats up to 2 tons weight (any Boat over 2 tons weight to be dealt with as Launches, Barges, and Tugs)	25/- f.f.a. Rio 30/- quay " 30/- Santos	42/6	32/6 f.f.a.
	Bobbins, wood (see Woodware).			
	Bog Ore (see Iron, Oxide of).			
	Boi, woolen material (see Textile Fabrics).			
	Boilers (see Machinery or Heavy Lifts).			
	Boiler Accessories, when shipped alone	67/6	55/-	60/-
	" " accompanying a Boiler (see Machinery).			
	" Tubes	52/6	40/-	45/-
	" Composition	67/6	55/-	60/-
	" Lagging (see Kieselguhr).			
	Bolts and Nuts	57/6	45/-	50/-
	Bone Ash (see Manures).			
	" Meal (see Manures).			
	Bonnets, untrimmed	62/6	50/-	55/-

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.	8305
Bonnet Shapes	62/6	50/-	55/-	
Bookbinders' Material	67/6	55/-	60/-	
Books, Printed	67/6	55/-	60/-	
Boots and Shoes	67/6	55/-	60/-	
Borax	57/6	45/-	50/-	
Bottle Racks	57/6	45/-	50/-	
Bottles, empty (including Medicine Bottles but not bottles of crystal glass), in bales, cases, casks, or crates measuring not less than twice weight.	40/-	25/-	35/-	
Do. do. measuring less than twice weight	45/-	30/-	37/6	
Bottles, empty crystal glass	52/6	40/-	45/-	
Brandy, fine	67/6	55/-	60/-	
Brass, sheets	67/6	55/-	60/-	8306
Brassware	67/6	55/-	60/-	
Brewery Fittings	62/6	50/-	55/-	
Bricks (loose)	40/-	25/-	35/-	
" (packed)	47/6	35/-	40/-	
Bridgework up to 2 tons wt. or 30 ft. long (same as Iron, angle, bar &c., unpacked) 5/- extra for every extra 5 ft. in length or ton wt. or fraction thereof, whichever yields more freight.				
Bristles	67/6	55/-	60/-	
Britannia Metal, German Silver and German Silver Goods	67/6	55/-	60/-	
Brome	67/6	55/-	60/-	
Bronze and Bronzeware	72/6	60/-	65/-	
" " Ornaments	1% *ad valorem.*			
Bronze Colours	67/6	55/-	60/-	
Brooms	57/6	45/-	50/-	8307
Brushes	57/6	45/-	50/-	
Buckets	52/6	40/-	45/-	
Buoys, up to 3 tons weight	50/-	32/6	37/6	
Buttons	67/6	55/-	60/-	
Butter, in barrels (weight)	80/-	67/6	72/6	
" in cases "	75/-	62/6	67/6	
Cables, Chain	57/6	45/-	50/-	
Calcium, Chloride of	47/6	35/-	50/-	
" Carbide or Carbure of (weight)	57/6	50/-	60/-	
Candles	57/6	45/-	50/-	
" "Surprise" or "Wonder"	67/6	55/-	60/-	
Candle Wick (see Wick).				
Canvas (see Dundees).				
Capsules, Bottle	62/6	50/-	55/-	8308
Carbolic Acid (see under Acids).				
Carbonic Acid "				
Carbolineum	67/6	55/-	60/-	
Carbon Points for Electrical Burners (see under Electrical Burners).				
Carbon Slabs	57/6	45/-	50/-	
Carbonate Ammonia	67/6	55/-	60/-	
" of Soda (see Soda, Bi-Carbonate).				
Cardboard, in bales (weight)	47/6	35/-	40/-	
" in cases	57/6	45/-	50/-	
" Corrugated	37/6	25/- Rio. 22/6 San.	30/-	
" Waste, in bales	37/6	25/-	35/-	
Cards, Playing	67/6	55/-	60/-	
" Spinning	62/6	50/-	55/-	
Carpets	62/6	50/-	55/-	

AGE CUT OFF

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8309	Carpets Jute (see Dundees).			
	Carriages and parts of same	57/6	45/–	50/–
	Cartridges, Safety	122/6	110/–	115/–
	(If shipped on a separate Bill of Lading Minimum £2, otherwise £1 if the total freight of the Bill of Lading is not less than £2).			
	Cartridge Cases, empty with or without Caps	67/6	55/–	60/–
	Cart Bushes	57/6	45/–	50/–
	Cases, empty	45/–	32/6	37/6
	" Dismounted (see Casks, dismounted).			
	Casks, Dismounted (see Hoops and Shooks).			
	" empty, Iron and Steel, new	45/–	32/6	32/6
8310	" " " used	40/–	27/6	27/6
	" empty, Wooden, new	45/–	32/6	35/–
	" " " used	40/–	27/6	30/–
	" empty, Iron and Steel, new, in lots of not less than 50 cbm. 32/6 Cabedello (Parahyba)			
	" empty, Wooden, new, in lots of not less than 50 cbm. 35/– Cabedello (Parahyba)			
	Cassada Pans (weight)	57/6	45/–	50/–
	Cassia (see Spices).			
	Castor Oil (see under Oils).			
	Caustic Soda (see Soda).			
	Celluloid and Celluloid Goods	67/6	55/–	60/–
	Cellulose (see Wood Pulp).			

		Rio.	Santos.	Bahia.	Pernambuco.
8311	Cement	25/– quay. / 20/– f.f.a.	22/6	37/6 quay. / 22/6 f.f.a.	27/6 quay. / 22/6 f.f.a.

Bahia f.f.a. 20/– temporary additional charge to be imposed, but this additional freight to be returned on production of certificate from steamers' agents that no extra expenses have been incurred by steamer.

Victoria f.f.a. 7/6 over Rio f.f.a. or Santos whichever yields most freight. An additional 2/6 to be charged for Victoria quay.

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
	Cement asbestos (Fibro) in plates or powder	45/–	32/6	37/6
	" doloment (same as Cement, fibro).			
	" Lime, weight (see Cement).			
8312	Chains	57/6	45/–	50/–
	Chalk, Common	45/–	32/6	37/6
	" French and Vienna	67/6	55/–	60/–
	Charcoal, Animal	57/6	45/–	50/–
	" Flaked, for insulating purposes, measurement	42/6	30/–	35/–
	" " if shipped in lots of over 40 tons	—	20/– Rio f.f.a. 17/6 Santos	25/– f.f.a.
	" Wood	57/6	45/–	50/–
	Cheese	70/–	57/6	62/6
	Chemicals (not dangerous and not otherwise specified)	67/6	55/–	60/–
	Chicory	57/6	45/–	50/–
	China	67/6	55/–	60/–
	" Clay	50/–	35/–	35/–
	Chloraethyl (Lance Parfum)	122/6	110/–	115/–
	Chlorate of Potash (see under Potash).			
	Chloride of Lime (see under Lime).			
	" of Magnesium (see under Magnesium).			

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.	
Chloroform	122/6	110/–	115/–	8313
Chocolate	62/6	50/–	55/–	
Chromalaun (same as Alum, Chrome).				
Christmas Trees	52/6	40/–	45/–	
" " Decorations	62/6	50/–	55/–	
Church Ornaments	82/6	70/–	75/–	
Cider	52/6	40/–	45/–	
Cigars (Havana)	122/6	110/–	115/–	
" (not Havana)	62/6	50/–	55/–	
Cisterns, iron	52/6	40/–	45/–	
Clay Blue and Felspar	45/–	32/6	37/6	
Clocks	67/6	55/–	60/–	
Cloves	67/6	55/–	60/–	
Coal		Open.		8314
" Cannel		Open.		
" Sacks, tarred (see Sacks).				
Cocoa	67/6	55/–	60/–	
Cocus Fibre Goods	57/6	45/–	50/–	
Cod Fish, packed	42/6	27/6	37/6	
" Liver Oil (see Oil, Fish).				
Coffee Mills (wooden)	45/–	32/6	37/6	
" other	57/6	45/–	50/–	
Coin, Nickel and Bronze	72/6	60/–	65/–	
Coke		Open.		
Colours, Bronze (see Bronze Colours).				
Colours (see Paints and Colours).				
Colouring Earth	42/6	30/–	40/–	
Combs, not Ivory or Tortoise Shell	67/6	55/–	60/–	
Confectionery (sweets)	62/6	50/–	55/–	8315
Confetti and Serpentines	47/6	35/–	40/–	
Cooking Plates, cast-iron	62/6	50/–	55/–	
Copper and Copper Goods, Ingots, Plates	67/6	55/–	60/–	
" Sheets	67/6	55/–	60/–	
" Wire (see Wire).				
Copper, Sulphate of	62/6	50/–	60/–	
Copperas	62/6	50/–	60/–	
Coprah, in bags (weight)	92/6	80/–	90/–	
Cordage (see Rope).				
Cordials (see Liqueurs).				
Cordite and Cordite Cartridges (10 tons and upwards —Open)	215/–f.f.a.	210/–f.f.a.	215/–f.f.a.	
Corks and Corkwood, in bales and bags	37/6	25/–	32/6	
" " in casks and cases	47/6	35/–	42/6	
Cork Mats	52/6	40/–	45/–	
Cork Shavings, for insulating purposes	42/6	30/–	35/–	8316
Cornflour	57/6	45/–	50/–	
Corrugated Iron Sheets (see under Iron).				
Corsets	67/6	55/–	60/–	
Cottons, Linens, Worsteds, and Woollens of all descriptions (see Textile Fabrics).				
Cotton, in pressed Bales	57/6	45/–	50/–	
" Carded	52/6	40/–	45/–	
Cotton Twist, and Thread	62/6	50/–	55/–	
" Waste	45/–	32/6	50/–	
" Wick	57/6	45/–	50/–	
Coverlets. Cotton and Woollen (see Textile Fabrics).				
Crackers, Bonbons	82/6	70/–	75/–	
Creoline	67/6	55/–	60/–	
Crepins (Shoemakers' Implements)	67/6	55/–	60/–	
Crin d'Afrique (a kind of Piassava)	52/6	40/–	45/–	
Crucibles, Plumbago	52/6	40/–	45/–	

AGE CUT OFF

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8317	Curios	67/6	55/–	60/–
	Curtains, cotton or mixture (see Textile Fabrics).			
	Cutch	67/6	55/–	60/–
	Cutlery	67/6	55/–	60/–
	Dairy Machines	57/6	45/–	50/–
	Decauville Rails (see under Rails).			
	Demijohns (empty)	45/–	25/– Rio 32/6 Santos	37/6
8318	Detonators (minimum, £3)	215/-f.f.a.	210/-f.f.a.	215/-f.f.a.
	Dextrine (see Starch).			
	Disinfectants (not otherwise enumerated)	122/6	110/–	115/–
	" in tin lined packages or iron drums	72/6	60/–	65/–
	" in earthenware jars (packed in casks or cases)	72/6	60/–	65/–
	" in glass bottles	72/6	60/–	65/–
	Dispensary Articles (see Apothecary Ware).			
	Dress Goods (see Apparel).			
	Drugs, harmless	67/6	55/–	60/–
	Druggets	62/6	50/–	55/–
	Drums, Iron and Steel (empty) (see Casks).			
	Dryers, Liquid	122/6	110/–	115/–
	" dry (same as Paints and Colours, harmless).			
	Dundees:—			
8319	Jute Hessians, Jute Cloth, Jute Twine, Jute Twist, Jute Carpets, Flax Twine, Hemp Cord untarred, Hemp and Jute Cord untarred, Flax and Hemp raw, Hemp Yarn untarred	55/–	40/–	47/6
	Do. do. Through from Dundee	62/6	47/6	55/–
	Jute and Flax mixed Canvas, Flax Canvas and Sail Cloth, Cotton Canvas	55/–	40/–	47/6
	Do. do. Through from Dundee	62/6	47/6	55/–
	Jute Yarn untarred, and raw Jute	50/–	35/–	45/–
	Do. do. Through from Dundee	57/6	42/6	42/6
	Flax Yarn untarred	55/–	42/6	47/6
	Do. do. Through from Dundee	62/6	50/–	55/–
	Dust laying material (Epphygrit) (same as oil, mineral, lubricating).			
	Dyes and Dyewood Extract	67/6	55/–	60/–
	Dye Wood	57/6	45/–	50/–
	Dynamite, weight (10 tons and upwards—Open)	215/-f.f.a.	210/-f.f.a.	215/-f.f.a.
8320	Dynamo Engines (see Machinery).			
	Earthenware (in crates or casks)	37/6	25/–	35/–
	" (in cases)	52/6	40/–	45/–
	Earthenware Closets, Urinals, Sinks, Traps, Pans, and Hoppers, packed or loose	45/–	32/6	37/6
	Earthenware Drain Pipes (loose) space occupied (shipper providing straw and men to stow),	40/–	25/–	35/–
	Do. do. in lots over 100 tons	32/6	20/–Rio f.f.a. 20/–Santos	27/6
	Ebonite Cells	67/6	55/–	60/–
	Elastic (see Textile Fabrics).			
	Electric Light Lamps (see Electrical Goods, Small).			
	Electrical Burners, Carbon Points for	67/6	55/–	60/–
	" Fittings	67/6	55/–	60/–

8321

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Electrical Goods, small	67/6	55/-	60/-
Embroidery (see Textile Fabrics).			
Emery Powder, Paper and Cloth, and Emery Wheels	62/6	50/-	55/-
Enamelled Iron Plates (see under Iron).			
Enamelled Cast-Iron Bowls for Urinals (without fittings), measuring not less than twice weight (see Hollow Ware).			
Enamelled Iron Sinks, without connections (packed)	57/6	45/-	50/-
" " " (loose)	52/6	40/-	45/-
Enamelware (not otherwise specified)	62/6	50/-	55/-
Engine Packing	57/6	45/-	50/-
Engravings	67/6	55/-	60/-
Envelopes (see Stationery).			
Epsom Salts (see under Salts).			
Essences and Extracts, harmless	67/6	55/-	60/-
Eternit Plates (see Asbestos Cement Plates).			
Etuis (Boxes for Fancy Goods)	67/6	55/-	60/-
Explosives (10 tons and upwards)		Open.	

8322

Fans	67/6	55/-	60/-
" Palm Leaf, common	52/6	40/-	45/-
Feathers	67/6	55/-	60/-
Felspar and Blue Clay (see under Clay).			
Felt, Roofing and Sheathing	52/6	40/-	45/-
" Goods	62/6	50/-	55/-
Fenders, Iron and Steel	62/6	50/-	55/-
" Ship's	57/6	45/-	50/-
Fibre	52/6	40/-	45/-
Files	62/6	50/-	55/-
Filters and Filter Fittings	62/6	50/-	55/-
Fire Bars (see Iron Bar).			
" Bricks (see Bricks).			
" Clay	42/6	30/-	35/-
For lots over 100 freight tons by one steamer, and on one Bill of Lading, 5/- less.			
Firecrackers (Chinese)	67/6	55/-	60/-
Fire Extinguishing Apparatus (see Machinery).			
" " " Fillings for same	72/6	60/-	70/-
Fire Grates and Ranges (see under Grates and Ranges).			
Fireworks	122/6	110/-	115/-
Firmax (see Motor Car Accessories).			

8323

Fish, Dried and Salted, other than Cod Fish	52/6	40/-	45/-
" Oil (see under Oil).			
Flagstones (see Paving Stones).			
Flannels (see Textile Fabrics).			
Flax and Hemp (see Dundees).			
Flintstones, in bags	42/6	30/-	35/-
Floor Cloths	67/6	55/-	60/-
Florida Water	57/6	45/-	50/-
Flour (weight)	37/6	30/-	35/-
Flowers, Artificial	52/6	40/-	45/-
Fluor Spar	42/6	30/-	35/-
Fodder	52/6	40/-	45/-
Fog Signals	122/6	110/-	115/-
Forges, Portable	62/6	50/-	55/-
Formes	62/6	50/-	55/-
Formaldehyd (see Disinfectants).			
Frames, Picture	67/6	55/-	60/-
Fruits, Fresh or Dried (except Apples and Grapes)	67/6	55/-	60/-

8324

GE CUT OFF

		Pahia.	Rio de Janeiro and Santos.	Pernambuco.
8325	Fullers' Earth (same as China Clay).			
	Furniture	52/6	40/-	45/-
	" Bent Wood	37/6	25/-	35/-
	" Wickerwork (same as Basketware).			
	Furs	122/6	110/-	115/-
	Galvanised Iron (see under Iron).			
	" " Ridging	57/6	45/-	50/-
	Gambier	67/6	55/-	60/-
8326	Garden Seats	52/6	40/-	45/-
	Gas and Electrical Fittings	67/6	55/-	60/-
	" Meters (see Meters).			
	Gelatine	62/6	50/-	55/-
	German Silver and German Silver Goods (same as for Britannia Metal).			
	Gin	52/6	40/-	45/-
	Girders, up to 2 tons weight or 20 ft. long (same as Iron, Angle, Bar, &c., unpacked); 5/- extra for every extra 5 ft in length or ton in weight or fraction thereof, whichever yields more freight.			
	Girdles, leather, cotton or others	67/6	55/-	60/-
	Girths	67/6	55/-	60/-
	Glass, Broken	52/6	40/-	45/-
	" Cut	67/6	55/-	60/-
	" Gauges (see Boiler Accessories).			
8327	" Plate	52/6	40/-	45/-
	" Window, in packages up to 100 kilos (weight)	42/6	30/-	40/-
	" " in packages over 100 kilos (w./m.)	42/6	30/-	40/-
	" Inlaid, with Wire (same as Window Glass).			
	" Ware, hollow, uncut (in crates and casks) measuring not less than twice weight,	37/6	25/-	37/6
	" Ware, hollow, uncut (in cases), measuring not less than twice weight	52/6	40/-	45/-
	" Ware, uncut, not Plate nor Mirror Glass	62/6	50/-	55/-
	" Tiles (see under Tiles).			
	Glaubersalts (see under Salts).			
	Glazing Earth	45/-	32/6	37/6
	Gloves silk and kid	122/6	110/-	115/-
	" cotton and woollen	67/6	55/-	60/-
	Glucose	57/6	45/-	50/-
	Glue	57/6	45/-	50/-
8328	Glycerine	67/6	55/-	60/-
	Goatskins (see Sheepskins).			
	Goldware (or 1% *ad valorem*)	122/6	110/-	115/-
	Grain (except Oats) in bags (weight)	57/6	45/-	50/-
	" " in barrels or demijohns	52/6	40/-	45/-
	Granite (as per Heavy Lift Scale).			
	Grapes	57/6	45/-	50/-
	Grass Seed (see under Seed).			
	Grates and Ranges	62/6	50/-	55/-
	Grease (see Tallow).			
	Grease Cloth for Polishing Purposes	45/-	32/6	37/6
	Grindstones	57/6	45/-	50/-
	Groceries	67/6	55/-	60/-
	Gum Arabic	67/6	55/-	60/-
	Gum, Glov Gum and Size, British Gumma Weighta	Same as Glucose.		

8329

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Gunpowder, in barrels, per 100 lbs. net (minimum £2)	10 tons and upwards	17/6f.f.a.	17/6f.f.a.	27/6f.f.a.
Gunpowder, in tins, per 100 lbs. net (minimum £2)	Open.	17/6f.f.a.	17/6f.f.a.	27/6f.f.a.
Guttering		57/6	45/-	50/-
Haberdashery (see Textile Fabrics).				
Hair, in pressed bales, Rabbits' Hair and Hatters' Fur excepted		67/6	55/-	60/-
Hammers		62/6	50/-	55/-
Hand Duplicating Machines (see Typewriters).				
Handles, Spade, Shovel, Fork, and Broom		57/6	45/-	50/-
Hardware		67/6	55/-	60/-
Harmonicas (Accordeons), and Mouth Organs		52/6	40/-	45/-
Hartshorn, Salt of		67/6	55/-	60/-
Hats		62/6	50/-	55/-
" Straw		62/6	50/-	55/-
Hat Lining (see Textile Fabrics).				
" Shapes		62/6	50/-	55/-
Hatters Fur		62/6	50/-	55/-
Hay, in pressed bale		45/-	32/6	37/6
Heavy Lifts (see end of Tariff).				
Hemp and Flax (see Dundees).				
" Cord, tarred		57/6	45/-	50/-
" and Jute Cord, tarred		57/6	45/-	50/-
Hemp Hose		57/6	45/-	50/-
" Satchels		57/6	45/-	50/-
Herbs		67/6	55/-	60/-
Hides, Dry, undressed		62/6	50/-	55/-
" dressed		67/6	55/-	60/-
Hinges, other than brass		62/6	50/-	55/-
Hoes		57/6	45/-	50/-
Hollow Ware, aluminium, brass, copper, enamel, iron, steel, tin and zinc, measuring not less than twice its weight (excepting articles specially rated otherwise in the tariff)		45/-	32/6	37/6
Hooks and Eyes		62/6	50/-	55/-
Hoops and Shooks (casks dismounted)				
Maceio 25/- Cabedello (Parahyba) 30/-		37/6	25/-	25/-
Hops		57/6	45/-	50/-
Horn Goods		67/6	55/-	60/-
Horse Shoes, packed		57/6	45/-	50/-
" unpacked		52/6	40/-	45/-
Hosiery (see Textile Fabrics).				
Household Effects, not for sale		57/6	45/-	50/-
Household Goods, not otherwise enumerated		67/6	55/-	60/-

8330

8331

8332

Ice Boxes, Refrigerators	62/6	50/-	55/-
Incandescent Mantles	52/6	40/-	45/-
Incubators (See Dairy Machines)			
India Rubber and India Rubber Goods	67/6	55/-	60/-
" Tubing and Hose Pipe	67/6	55/-	60/-
Indigo	72/6	60/-	65/-
Ink	57/6	45/-	50/-
" Printers'	57/6	45/-	50/-
Insulators	57/6	45/-	50/-

AGE CUT OFF

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8333	Iron, Angle, Bar, Bundle, Hoop, Scrap, (packed)	37/6	25/- Rio quay 22/6 Rio f.f.a. 25/- Santos	45/-
	Iron, Angle, Bar, Bundle, Hoop, Scrap (unpacked),	37/6	25/- Ria quay 22/6 Rio f.f.a. 25/- Santos	40/-
8334	Iron Construction Parts for Houses, Buildings, or Maritime Purposes (Jetties, Piers, Bargework etc.) not otherwise specified; not parts of Machinery, up to 2 tons weight or 30 ft. long, 5/- extra for every 5 ft. in length, or ton in weight, or fraction thereof, whichever yields more freight	37/6	25/- Rio quay 22/6 Rio f.f.a. 25/- Santos	40/-
	" and Steel Castings, not otherwise enumerated, not parts of Machinery, packed or unpacked	57/6	45/-	50/-
	" or Steel, Plates or Sheets (not black) (see Iron, Angle, Bar, etc.)			
	" Expanded	52/6	40/-	45/-
	" Oxide of, in bags or barrels	45/-	32/6	37/6
	" Pig	37/6	25/- Rio 20/- Ri 25/- Se	5/-
	" Plates, enamelled	62/6		
	" Galvanised	47/6		-
8335	" Sheets, Corrugated	47/6		-
	" Sulphate of (see Copperas).			
	" Tank Plates (same as Iron, Angle, Bar, &c.).			
	" or Steel Black Plates and Sheets (packed)	47/6	5/-	45/-
	" " " " (unpacked)	42/6	30/-	40/-
	Ironware (see Hardware).			
	Irons, Box-Irons, Sad-Irons	57/6	45/-	50/-
	Irrigators	52/6	40/-	45/-
	Isinglass	67/6	55/-	60/-
	Italian Pastes (Macaroni, &c.).	67/6	55/-	60/-
	Ivory, and Ivory Goods	122/6	110/-	115/-
	Japanese Goods (cheap), such as Paper Umbrellas, Coloured Vases, &c.	57/6	45/-	50/-
	Jewellery	122/6	110/-	115/-
8336	" Imitation, and Leonic Ware and Wire	82/6	70/-	75/-
	Jews Harps	52/6	40/-	45/-
	Jute Carpeting (see Dundees).			
	" Raw (see Dundees).			
	" Goods, not otherwise specified	57/6	45/-	50/-
	Kainite (see Manures).			
	Kapok (a vegetable down)	52/6	40/-	45/-
	Katigen Dyes (same as Paints and Colours, harmless)			
	Kieselguhr (Boiler Lagging)	42/6	30/-	32/6
	" if shipped in lots of over 40 tons	—	20/- Rio f.f.a. 17/6 Santos	22/6 f.f.a.
	Kitchen Ware	67/6	55/-	60/-
	" " Enamelled or Tinned (see Hollow Ware).			
	Kron-Essenz	67/6	55/-	60/-

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.	
Lace (see Textile Fabrics)				
Lactose (see Sugar of Milk).				
Ladles, wooden, tin or iron	62/6	50/–	55/–	8337
Lamps (not Electric or Incandescent)	57/6	45/–	50/–	
" Electric or Incandescent (see Electrical Goods, small).				
" and Posts, Street	52/6	40/–	45/–	
Lamp Black	67/6	55/–	60/–	
" Glasses (see Glassware, hollow).				
" Ware	57/6	45/–	50/–	
" Wick (see Wick).				
Lance Parfum (Chloraethyl)	122/6	110/–	115/–	
Lathes	67/6	55/–	60/–	8338
Launches, Barges, and Tugs, hulls complete, up to and including 10 tons weight per ton weight		£12 f.f.a. Rio and Bahia		
" " " "		£12 Santos		
" " " "		£12 f.f.a. Pernambuco		
10/– per ton additional for every ton or fraction thereof over 10 tons (Machinery and Boilers of steam craft, if detached and shipped below or on deck, to be charged as per "Machinery and Heavy Lifts" tariff, all f.f.a.)				
Bedding, Chocking and Lashing for steamer's account, and the following clause to be inserted in Bill of Lading, viz.:				
The Launch to be delivered alongside the steamer with slings attached ready for lifting on board, the slings to remain attached for lifting overside at port of discharge, where it will be taken from alongside the steamer by consignees at their risk and expense. The Launch will be carried on deck, and will be entirely at shippers' risk (including negligence of shipowners' servants) during the operation of lifting on board, during the voyage, and while being delivered overside abroad. The shipper to be liable for any accident or damage on account of a wrong declaration of weight.				8339
Launches, Barges and Tugs (hulls of), when shipped in sections, weighing up to 2 tons		22/6 Rio f.f.a.		
" " " "		27/6 Bahia f.f.a.		
" " " "		25/– Santos		
" " " "		27/6 Pernambuco f.f.a.		8340
2/6 additional for each ton up to 5 tons. Over 5 tons 5/– per ton increase. (Machinery and Boilers of steam craft to be charged as per "Machinery and Heavy Lifts" tariff, all f.f.a.).				
Launches, Barges and Tugs, in pieces (see Iron Construction parts).				
Lead, Shot and Sheet, and Lead Piping	57/6	45/–	50/–	
" Pig	37/6	25/–	35/–	
" Wool	57/6	45/–	50/–	
Leadware	62/6	50/–	55/–	
Leaf Gold, imitation, Gilding Mixture	122/6	110/–	115/–	
Leather, Sheep, tanned	67/6	55/–	60/–	
" other	62/6	50/–	55/–	
Leather Wash	67/6	55/–	60/–	
" Goods	67/6	55/–	60/–	
" Dyes	52/6	40/–	45/–	
Leatherboard (see Cardboard).				

AGE CUT OFF

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8341	Leeches	122/6	110/–	115/–
	Leonic Ware and Wire (see Jewellery, Imitation).			
	Lime	52/6	40/–	45/–
	" Bisulphite of	57/6	45/–	50/–
	" Chloride of	67/6	55/–	60/–
	" Phosphate of (see Manures).			
	Life Buoys	57/6	45/–	50/–
	Linoleum	67/6	55/–	60/–
	Lithographic Stones	67/6	55/–	60/–
	" Articles	67/6	55/–	60/–
	Liqueurs and Cordials	67/6	55/–	60/–
8342	Locomotives, per ton weight:—			
	Heaviest Lift not over 10 tons,	£5f.f.a.	£5	£5 f.f.a.
	" " " 12½ "	£6 "	£6 Rio f.f.a. and Santos	£6 "
	" " over 12½ "	£7 "	£7	£7 "
	Locomotive Parts, not accompanying Locos. (same as Machinery).			
	Locks	62/6	50/–	55/–
	Logwood or Logwood Chips in bags	57/6	45/–	50/–
	Loofah Goods	67/6	55/–	60/–
	Looking Glasses	67/6	55/–	60/–
	Lysol	67/6	55/–	60/–
	Lye, Sulphite of in barrels	47/6	35/–	40/–
8343	Macaroni (see Italian Pastes).			
	Machetes	62/6	50/–	55/–
	Machinery (see Special Tariff at end).			
	Magnesite	57/6	45/–	50/–
	Magnesium Chloride	42/6	30/–	35/–
	Majolica	72/6	60/–	65/–
	Malt		Open.	
	Manganese Ore	52/6	40/–	45/–
	Mantlepieces	67/6	55/–	60/–
	Manufactured Goods, not otherwise enumerated	122/6	110/–	115/–
	Manures:—			
	Muriate of Potash (in barrels or bags)	52/6	40/–	37/6
	Nitrate of Soda "	52/6	40/–	37/6
	" Potash "	52/6	40/–	37/6
	Nitrates	52/6	40/–	37/6
	Sulphate of Ammonia (in barrels)	42/6	30/–	27/6
8344	" (in bags) (weight)	47/6	35/–	32/6
	Sulphate of Potash (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Bone Ash	52/6	40/–	37/6
	Bone Meal (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Basic Slag (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Kainite (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Phosphates (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Superphosphates (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Tobacco Manure (same as Sulphate of Ammonia).			
	Thomas Meal (in barrels)	42/6	30/–	27/6
	" (in bags) (weight)	47/6	35/–	32/6
	Sphagum	42/6	30/–	27/6

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.	8345
Manures, not otherwise enumerated	57/6	45/–	42/6	
Marble Tiles (see under Tiles).				
" Blocks, Pieces and Slabs, unpacked (as per Heavy Lift scale).				
" Blocks, Pieces and Slabs, packed (see Marble Ware).				
" Ware	67/6	55/–	60/–	
Marbles, glass and stone	45/–	32/6	37/6	
Margarine	70/–	57/6	62/6	
Masks	52/6	40/–	45/–	
Masts and Spars, Iron (see Girders).				
Matches, Bengal	122/6	110/–	115/–	
" Safety, packed in tins	37/6	25/–	32/6	8346
" Wax, packed in tins	122/6	110/–	115/–	
Mats, Skin	67/6	55/–	60/–	
Mats, Woollen	62/6	50/–	55/–	
Matting and Mats, straw or fibre	57/6	45/–	50/–	
Mattresses	57/6	45/–	50/–	
Mercery (see Textile Fabrics).				
Metalware, if no further indications are given	122/6	110/–	115/–	
" if the sort of metal is indicated, and provided that it is not otherwise rated in the tariff.	67/6	55/–	60/–	
Meters, Gas and other	57/6	45/–	50/–	
Military Equipments (arms excluded)	67/6	55/–	60/–	
Milk, Condensed	42/6	30/–	35/–	
Millinery	67/6	55/–	60/–	
Millstones (up to 2 tons)	57/6	45/–	50/–	
Minerals	62/6	50/–	55/–	
Mineral Earth (in bags or barrels)	37/6	25/–	35/–	8347
" Waters	42/6	30/–	40/–	
Minium	57/6	45/–	50/–	
Mirrors	67/6	55/–	60/–	
Molassine Meal (weight)	62/6	50/–	60/–	
Mops	57/6	45/–	50/–	
Motor Cars, up to 3 tons	52/6	40/–	45/–	
5/– extra for every additional ton or fraction thereof.				
Motor Cars, Accessories of, if not otherwise specified	67/6	55/–	60/–	
Motor Cycles	72/6	60/–	65/–	
Moulders' Dust	57/6	45/–	50/–	
Mouldings	57/6	45/–	50/–	
Musical Instruments (not otherwise specified)	67/6	55/–	60/–	
Muslins (see Textile Fabrics).				
Myrabollams (weight)	62/6	50/–	55/–	
				8348
Nails, Iron	37/6	25/– Rio quay 20/– Rio f.f.a. 25/– Santos	50/–	
" other	67/6	55/–	60/–	
Napthaline (Napthylamine, Alphanapthylamine, Betanapthol and Napthol)	57/6	45/–	60/–	
Needles	122/6	110/–	115/–	
Netting, Wire (see under Wire).				
Nickel Ware	67/6	55/–	60/–	
Nitrate of Soda (see Manures).				
Nitrates "				
Nuts (see Bolts and Nuts).				
Oakum and Oakum Yarn	57/6	45/–	50/–	
Oars	57/6	45/–	50/–	

E CUT OFF

		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8349	Oats	52/6	40/-	45/-
	Oatmeal and Quaker Oats	57/6	45/-	50/-
	Ochre	57/6	45/-	50/-
	Office Articles	67/6	55/-	60/-
	Oil, Aniline	52/6	40/-	45/-
	" Castor	67/6	55/-	60/-
	" Cocoanut (weight)	65/-	52/6	57/6
	" Essential	72/6	60/-	65/-
	" Fish	67/6	55/-	60/-
	" for driving Diesel Motors (not Petrol, Kerosine or Benzine)	37/6	25/-	30/-
8350	" Kerosene, Petroleum, refined	62/6	50/-	55/-
	" Mineral Lubricating (Rio. 25/- quay 20/- f.f.a.)	Santos. 25/-	37/6	Pernambuco —35/- quay —30/- f.f.a.
	" Palm	62/6	50/-	55/-
	" Petroleum, Raw (see Benzine).			
	" Rosin	52/6	40/-	45/-
	" Shale (Santos 30/-, Rio, 45/-)	57/6	—	50/-
	" Table	67/6	55/-	60/-
	" Tar	67/6	55/-	60/-
	" of Turpentine (see Turpentine).			
	Oils, all other	62/6	50/-	55/-
	Oil Cloth	67/6	55/-	60/-
	Oilmen's Stores	67/6	55/-	60/-
	Onions	52/6	40/-	45/-
	Opium	122/6	110/-	115/-
8351	Oxide of Iron (see under Iron).			
	Oxygen (compressed in cylinders)	122/6	110/-	115/-
	Oil Paintings	122/6	110/-	115/-
	Packing (see Engine Packing).			
	Paints and Colours (harmless), including Sulphin and Sulphur Dyes	57/6	45/-	50/-
	(For Mineral and Vegetable Black, see Lamp Black).			
	Palm Leaf Fans, common (see under Fans).			
	Pans, Sugar, cast-iron (weight)	72/6	60/-	65/-
	" Frying, &c.	57/6	45/-	50/-
	Paper, Printing or Packing, and Wall Lining Paper, in bales or reels—			
8352	Measuring not more than 52½ cubic ft. to the ton weight (weight)	42/6	30/-	40/-
	Over 52½ cubic ft. and not more than 70 cubic ft. to the ton weight (weight)	50/-	32/6	47/6
	More than 70 cubic ft. to the ton weight (weight)	55/-	35/-	52/6
	Paper, other, excepting Paper Hangings, in bales	47/6	35/-	40/-
	" in cases, excepting Paper Hangings, Emery			
	" Paper, Sand Paper and Letter and Writing Paper	57/6	45/-	50/-
	" Bags	47/6	35/-	40/-
	" Emery and Sand (see Emery).			
	" Goods (see Stationery).			
	" Letter and Writing, in cases (see Stationery).			
	" Hangings, in cases	62/6	50/-	55/-
	" " in bales	57/6	45/-	50/-
	Paper Mache Goods	67/6	55/-	60/-
	Paraffin Wax (see under Wax).			
	Pasteboard (see Cardboard).			
	" Goods	57/6	45/-	50/-
	" corrugated (see Cardboard corrugated).			

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.	
Paving, Flagstones, and Asphalt Flags for paving purposes, including Asphalt Material belonging to the Flags	37/6	25/- Rio quay 22/6 Rio f.f.a. 25/- Santos	32/6	8353
Peas, in bags (weight)	67/6	55/-	60/-	
" (in demijohns)	52/6	40/-	45/-	
" in bottles, cased (see Oilmen's Stores).				
Pens, Steel	67/6	55/-	60/-	
Percussion Caps	122/6	110/-	115/-	
Perfumery	67/6	55/-	60/-	
Pepper, in bags (weight)	82/6	70/-	75/-	
" in bottles, cased (see Oilmen's Stores).				
Phonograph and Phonograph parts (also Discs)	67/6	55/-	60/-	
Phonola (see Musical Instruments).				8354
Phosphate of Lime (see Manures).				
Phosphorus	222/6	210/-	215/-	
" Amorphous	122/6	110/-	115/-	
Photo Materials	67/6	55/-	60/-	
Pianos	62/6	50/-	55/-	
Piassava	52/6	40/-	45/-	
Picks	57/6	45/-	50/-	
Pickles	62/6	50/-	55/-	
Pictures (Oil Paintings excepted)	67/6	55/-	60/-	
Pins	62/6	50/-	55/-	
Pipes, clay, smoking	52/6	40/-	45/-	
" wooden "	52/6	40/-	45/-	
" steel rivetted (see Special Tariff).				
" iron, and Tubes (see Special Tariff).				
" " " (in Packages)	67/6	55/-	60/-	
" " " Fittings (unpacked)	57/6	45/-	50/-	8355
" " " " (in packages)*	67/6	55/-	60/-	
*If accompanying 50 tons or upwards of Pipes, the rate on the latter to apply to the fittings as well.				
Pitch	57/6	45/-	50/-	
Placards	57/6	45/-	50/-	
Plait Straw (see under Straw).				
Plants	67/6	55/-	60/-	
Plaster Ornaments	57/6	45/-	50/-	
" Statues	57/6	45/-	50/-	
" of Paris, in barrels	45/-	32/6	37/6	
" in Powder				

	Rio.	Santos.	Bahia.	Pernambuco	
In lots up to 200 tons	25/- quay 20/- f.f.a.	25/-	37/6 quay 22/6 f.f.a.	36/- quay	
In lots over 200 tons in one str. and on one B/L	25/- quay 20/- f.f.a.	25/-	37/6 quay 20/- f.f.a.	35/- quay	8356

Plated Ware	122/6	110/-	115/-
" " Electro (see Metalware).			
Platinum (1% *ad valorem*).			
Plumbago	52/6	40/-	45/-
" Crucibles	52/6	40/-	45/-
Polarite (same as Manganese Ore).			
Polishing Paste and Polishing Powder	57/6	45/-	50/-
Porcelain	67/6	55/-	60/-
" common, value not exceeding M. 500 per 1,000 kilos (see Earthenware).			
Potato Flour	57/6	45/-	50/-
Potatoes (weight)	47/6	35/-	45/-
Potash	57/6	45/-	50/-
" Chlorate of	82/6	70/-	75/-
" Bichromate of	67/6	55/-	60/-
" Muriate of (see Manures).			

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	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Potash Silicate of (Wasserglass)	57/6	45/-	50/-
" Sulphate of (see Manures).			
Potassium, Cyanide of	67/6	55/-	60/-
Pots and Camp Stoves (weight), loose	102/6	90/-	95/-
Pots and Camp Stoves (weight or measurement), packed (same as Hollow-ware).			
Preserves	67/6	55/-	60/-
Printed Matter	67/6	55/-	60/-
Printers' Ink (see under Ink).			
" Utensils	67/6	55/-	60/-
Private Effects	67/6	55/-	60/-
8358 Provisions	67/6	55/-	60/-
Pumice Stone	52/6	40/-	45/-
Pumps (see Machinery).			
Pulleys	57/6	45/-	50/-
Putty	57/6	45/-	50/-
Quaker Oats (see Oatmeal).			
Quicksilver	122/6	110/-	115/-
Quilts, Marcella and Eider (see Textile Fabrics).			
Quinine	122/6	110/-	115/-
Rabbits' Hair	62/6	50/-	55/-
Radiators, set up (same as Machinery).			
Rag Duster (see Textiles, Cottons).			
8359 Rags, cleaned and dried	57/6	45/-	50/-
Rails and Accessories, Decauville, whether attached to sleepers or loose (Rails up to the weight of 16 kilos per meter, sleepers, &c., for gauges up to 30 ins. English, equal to 762 mm., and usual appurtenances thereto)	27/6 f.f.a.	22/6 Rio f.f.a. 25/- Santos	37/6
Rails up to 35 ft. long, and unpacked Rail Fastenings, like Chairs, Bolts, Nuts, Fishplates, Switches and Crossings (when accompaning rails):—			
In lots up to 100 tons	27/6 f.f.a.	22/6 Rio f.f.a. 25/- Santos	25/- f.f.a. 30/- quay
In lots over 100 tons			Rates to be agreed.
Rails over 35 ft. 2/6 extra for every 5 ft. or fraction thereof.			
8360 Bahia f.f.a., 20/- temporary additional charge to be imposed, but this latter to be returned on production of certificate from steamer's agents that no extra expenses have been incurred by steamer.			
Victoria f.f.a., 7/6 (direct delivery) over Rio.			
Quay delivery may be given at Rio, Bahia and Victoria for not exceeding 40 tons of Rails, at 5/- for Rio and Victoria, and 17/6 for Bahia over the respective f.f.a. rates to the said ports.			
Rail Appurtenances, like Chairs, Bolts, and Nuts, Switches and Crossings, &c.			
Unpacked:—			
1. When accompanying rails	Pay the same rate as rails.		
2. When shipped alone and not consigned to a Railway Company	As specially rated in the Tariff, and if not specially rated in the Tariff, 55/- Bahia, 40/- Rio and Santos, 50/- Pernambuco.		

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.	
3. When shipped alone and consigned to a Railway Company	Same as Railway General Stores, &c.			
Rail Appurtenances, like Chairs, Bolts, and Nuts, Switches and Crossings, &c.				
Packed:—				
1. Whether shipped alone or accompanying rails	As specially rated in the Tariff, and if not specially rated in the Tariff, 55/- Bahia, 40/- Rio and Santos, 50/- Pernambuco.			
2. Whether shipped alone or accompanying rails and consigned to a Railway Company	Same as Railway General Stores, &c.			8362
Railway Buffers, when consigned to a Railway Company (same as Railway General Stores).				
Railway Buffers, when not consigned to a Railway Company	55/-	40/-	50/-	
Railway Cable, under 2 tons weight	60/-	45/-	55/-	
" Iron Chairs (when shipped without rails)	42/6	27/6	37/6	
Railway Carriages and Wagons or parts thereof, pieces or packages up to 2 tons weight or 30 ft. long, 5/- extra for every ton weight or every 5 ft. extra in length or fraction thereof	42/6	25/-Rio f.f.a. 30/-Rio quay 30/-Santos	40/-	
*Railway General Stores and Rolling Stock (except Acids and other dangerous cargo, rails and fastenings accompanying rails, cement and locomotives) pieces up to 30 ft. in length or 2 tons weight	42/6 Bahia. 25/- Rio f.f.a.			8363
Five shillings per ton extra for every extra 5 ft. in length, or ton weight, or fraction thereof, whichever yields more freight.	30/- Rio quay 30/- Santos		Open.	
*These rates are only for shipments consigned per Bill of Lading to a Railway Company.				
Ranges and Fire Grates	62/6	50/-	55/-	
Rattans	45/-	32/6	37/6	
Refactory Earth (weight)	52/6	40/-	45/-	
Refrigerators (see Ice Boxes).				
Rennet	67/6	55/-	60/-	
Resin (weight)	62/6	50/-	55/-	
Retorts	57/6	45/-	50/-	8364
" Earthen (same as Earthenware in Crates).				
Ribbons (see Textile Fabrics).				
Rice, in bags (weight)	37/6	25/-	40/-	
" " in lots of over 50 tons by one steamer and on one Bill of Lading		—	32/6	
" " in lots of over 200 tons by one steamer and on one Bill of Lading	37/6	25/- Rio 22/6 Santos	32/6	
" in demijohns, measurement	45/-	32/6	37/6	
" Rolled, in cases, measurement	45/-	32/6	37/6	
" Roots	57/6	45/-	50/-	
Riddles	52/6	40/-	45/-	
Rivets	57/6	45/-	50/-	
Roller Composition (see Boiler Composition).				
Roofing Felt (see under Felt).				
Rope, Hemp, Manilla, and Jute (see Dundees).				

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8365

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Rope, Coir	52/6	40/-	45/-
" Wire and Steel (not Railway Cable)	62/6	50/-	55/-
Rugs	62/6	50/-	55/-
Sacks, Coal (tarred)	67/6	55/-	60/-
Saddlery	67/6	55/-	60/-
Safes (up to 4 tons)	67/6	55/-	60/-
Safety Fuse	67/6	55/-	60/-
Saffron	122/6	110/-	115/-
Salmon	67/6	55/-	60/-
8366 Salammoniac	67/6	55/-	60/-
Salt (in cases and barrels)	52/6	40/-	45/-
" (in bags)	45/-	32/6	37/6
" Rock (weight)	52/6	40/-	45/-
" Manure, Kainite (see Manure).			
Salts, Epsom and Glaubersalts, for medicinal purposes	52/6	40/-	45/-
Salts, Epsom and Glaubersalts, for technical purposes	42/6	30/- Rio. 25/- Santos	32/6
Saltpetre (same as Soda, Nitrate of).			
Sand	45/-	32/6	37/6
Sandals	62/6	50/-	55/-
Sanitary Ware (metal) packed	57/6	45/-	50/-
" " " loose	52/6	40/-	45/-
Sardines, in boxes	67/6	55/-	60/-
8367 Sawdust, in bags	37/6	25/-	35/-
Saws	62/6	50/-	55/-
Scientific and Surgical Instruments	67/6	55/-	60/-
Screws, iron	57/6	45/-	50/-
" other	67/6	55/-	60/-
Sculpture	67/6	55/-	60/-
Seaweed	45/-	32/6	37/6
Seeds, Grass	62/6	50/-	55/-
" Garden	67/6	55/-	60/-
" Bird, and for crushing	62/6	50/-	55/-
Serpentines (see Confetti).			
Sewing Cotton	62/6	50/-	55/-
" Machines	42/6	30/-	50/-
Sheathing Felt (see under Felt).			
Sheep Dip (liquid)	57/6	45/-	50/-
" " (powder and paste)	52/6	40/-	45/-
8368 " Shears	62/6	50/-	55/-
" Shearing Machines	62/6	50/-	55/-
" Skins	62/6	50/-	55/-
Shellac	57/6	45/-	50/-
Shells (empty)	67/6	55/-	60/-
Shellers (see Heavy Lifts).			
Shirts (see Textile Fabrics).			
Shoes (see Boots and Shoes).			
Shoe Laces (see Textile Fabrics).			
Shovels and Spades in bundles, measurement to be ascertained by 1 dozen bundles put together by shippers on the quay	42/6	30/-	35/-
Sickles	62/6	50/-	55/-
Sieves	52/6	40/-	45/-
Silk Thread and Yarn (see Textile Fabrics).			
Silks and Satins (see Textile Fabrics).			
Silk and Cotton Mixtures (see Textile Fabrics).			
" Woollen Mixtures (see Textile Fabrics).			

8369

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Silverware	122/6	110/-	115/-
Size, British (same as Glucose).			
Skins (not Sheep or Goat)	67/6	55/-	60/-
Slag, Basic and Ground (packed) (see Manures).			
" Wool (see under Wool).			
Slates, Roofing	57/6	45/-	50/-
" School (in cases)	52/6	40/-	45/-
Slate Pencils	52/6	40/-	45/-
Sleepers	40/-	20/- Rio f.f.a. 25/- Rio quay 25/- Santos	35/-
Small Wares (see Textile Fabrics).			

8370

Smelling Salts	67/6	55/-	60/-
Soap, Fancy	67/6	55/-	60/-
" Common	52/6	40/-	45/-
Soda and Soda Crystals	50/-	35/-	45/-
" Ash and Soda Calcined (weight)	50/-	35/-	45/-
" " " If measuring over 50 ft. to the ton weight (weight)	60/-	45/-	55/-
" Bi-Carbonate of	57/6	45/-	50/-
" Bisulphite of	52/6	40/-	45/-
" Caustic	50/-	35/-	45/-
" Hydrosulphite of	52/6	40/-	45/-
" Hyposulphite of	52/6	40/-	45/-
" Nitrate of, in barrels or bags (see Manures).			
" Silicate of (same as Soda Ash).			
" Sulphate of (Glaubersalts) (see under Salts).			

8371

" Sulphide of	67/6	55/-	60/-
" Sulphite of	52/6	40/-	45/-
Sodium, Sulphide of	52/6	40/-	45/-
" Bi-Sulphite of	52/6	40/-	45/-
" Hydrosulphite of	52/6	40/-	45/-
Soot, Chimney	57/6	45/-	50/-
Sparklets	62/6	50/-	60/-
Sphagum (see Manures).			
Spars (see Girders).			
Specie		Open.	
Spectacles	67/6	55/-	60/-
Spelter	57/6	45/-	50/-
Spices	67/6	55/-	60/-
Spikes (see Nails, Iron).			
Spirits, common, in cases (not Brandy, Gin, or Whisky)	52/6	40/-	45/-

8372

Spirits, common, in casks	57/6	45/-	50/
Spoons, wooden, tin or iron (same as Ladles).			
Sponges	67/6	55/-	60/-
Sponge Cloth	67/6	55/-	60/-
Springs (Watch Springs excepted)	62/6	50/-	55/-
Staples (same as Iron, angle, &c).			
Starch	42/6	30/-	35/-
Stationery	67/6	55/-	60/-
Staves (see Hoops and Shooks).			
Stearine	57/6	45/-	50/-
Steel, Bar, Ingots, and Blocks (same as Iron).			
" Ware (same as Ironware).			
" Wool (in bales)	42/6	30/-	35/-
Stills, Copper	57/6	45/-	50/-
Stone Material, artificial (same as Cement fibro).			
Stoves, Camp (see Pots and Camp Stoves).			
" other (same as Grates and Ranges).			
Straw (in bales)	42/6	30/-	35/-

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		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
	Straw Boards (see Cardboard).			
	" Envelopes for bottles	45/-	32/6	37/6
	" Goods	52/6	40/-	45/-
	" Paper (see Paper).			
	" Plait	52/6	40/-	45/-
	" for Plaiting	52/6	40/-	45/-
	String (see Twine).			
	Strings, Musical	72/6	60/-	65/-
	Strontium, Nitre of Strontium (as Harmless Chemicals).			
	Sugar, Ground, in bags (weight)	52/6	40/-	45/-
	" Crushed	57/6	45/-	50/-
8374	" (in cases)	57/6	45/-	50/-
	" (in barrels)	62/6	50/-	55/-
	" of Milk (Lactose)	67/6	55/-	60/-
	" Moulds	52/6	40/-	45/-
	Sulphate of Copper (see under Copper).			
	Sulphite of Lye in barrels (see under Lye).			
	Sulphur	52/6	40/-	45/-
	Sulphuric Acid (see under Acids).			
	Sumac	52/6	40/-	45/-
	Superphosphates (see Manures).			
	Switches and Crossings	52/6	40/-	45/-
	Syphons, glass, empty (same as Bottles, empty, Crystal Glass).			
	Tacks	62/6	50/-	55/-
8375	Talcum	45/-	32/6	37/6
	Tallow	57/6	37/6 Rio 45/- Santos	50/-
	Tanks, Iron	52/6	40/-	45/-
	Tapestry (see Textile Fabrics).			
	Tapioca	62/6	50/-	55/-
	Tar	62/6	50/-	55/-
	" Oil (see under Oil).			
	Tarpaulins	67/6	55/-	60/-
	Tartaric Acid (see under Acids).			
	Tea	67/6	55/-	60/-
	Telegraph and Telephone Cable, in Packages (see Heavy Lift scale).			
	Telegraph and Telephone Cable, if coiled into Vessel		Open.	
	Telegraph Material	57/6	45/-	50/-
8376	Telegraph Posts, iron (same as Girders).			
	Telephone and Telegraph Instruments	67/6	55/-	60/-
	" Wire (see under Wire).			
	Terra Catechu, in boxes	67/6	55/-	60/-
	" Cotta Blocks	47/6	35/-	40/-
	" " Goods	67/6	55/-	60/-
	" Japonica	67/6	55/-	60/-
	" Nova (see Lime).			
	TEXTILE FABRICS:—			
	Apparel	67/6	55/-	60/-
	Baize, and Oil Baize	67/6	55/-	60/-
	Blankets	62/6	50/-	55/-
	Cottons, Linens, Worsteds, and Woollens of all descriptions	67/6	55/-	60/-
	Coverlets	62/6	50/-	55/-
	Curtains, cotton or mixture	67/6	55/-	60/-
	Elastic	67/6	55/-	60/-

8377

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Textile Fabrics (*con.*)			
Embroidery	67/6	55/-	60/-
Flannels	67/6	55/-	60/-
Haberdashery	67/6	55/-	60/-
Hat Lining	67/6	55/-	60/-
Hosiery	67/6	55/-	60/-
Lace, silk	122/6	110/-	115/-
" silk and woollen or silk and cotton mixed	72/6	60/-	65/-
" cotton or woollen	67/6	55/-	60/-
Mercery	67/6	55/-	60/-
Muslins	67/6	55/-	60/-
Plush, silk	82/6	70/-	75/-
" half silk	72/6	60/-	65/-
" cotton	67/6	55/-	60/-
Quilts, marcella or eider	67/6	55/-	60/-
Ribbons, silk and cotton mixed	72/6	60/-	65/-
" silk	122/6	110/-	115/-
" woollen or cotton	67/6	55/-	60/-
Shirts	67/6	55/-	60/-
Shoe Laces	67/6	55/-	60/-
Silks and Satins	122/6	110/-	115/-
Silk and cotton mixtures (also artificial Silk goods) — not exceeding £150 per ton measurement	67/6	55/-	60/-
Silk and woollen mixtures — not exceeding £150 per ton measurement	67/6	55/-	60/-
Silk Crepe — not exceeding £150 per ton measurement	67/6	55/-	60/-
Silk and cotton and silk and woollen mixtures exceeding £150 per ton measurement	72/6	60/-	65/-
Silk Thread and Yarn	72/6	60/-	65/-
Smallwares	67/6	55/-	60/-
Tapestry	67/6	55/-	60/-
Tissues, cotton, linen and woollen	67/6	55/-	60/-
Trimmings, cotton and woollen	67/6	55/-	60/-
" cotton and silk, or silk and woollen mixtures	72/6	60/-	65/-
" silk and velvet	82/6	70/-	75/-
Union Cloth	67/6	55/-	60/-
Velvet cotton	67/6	55/-	60/-
" silk	122/6	110/-	115/-
Woollens	67/6	55/-	60/-
Worsteds	67/6	55/-	60/-
Theatrical Scenery	57/6	45/-	50/-
Thermometers	67/6	55/-	60/-
Thomas Meal (see Manures).			
Threshing Machinery (see Heavy Lifts).			
Thread	62/6	50/-	55/-
" Goods, Glazed	67/6	55/-	60/-
" Silk (see Textile Fabrics).			
Tiles, Asbestos cement	45/-	32/6	37/6
" Earthenware, glazed	47/6	35/-	40/-
" " unglazed	42/6	30/-	35/-
" Glass	57/6	45/-	50/-
" Marble	57/6	45/-	50/-
Timber, Soft-wood, Logs, Planks and Boards, up to 20 ft. in length	42/6	30/-	35/-
For every additional 5 ft. or fraction of 5 ft., 2/6 per ton extra.			
Timber, Soft-wood, Logs, Planks, and Boards, up to 20 ft. in length:			

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		Bahia.	Rio de Janeiro and Santos.	Pernambuco.
8381			17/6 Rio f.f.a.	20/- f.f.a.
	For lots over 200 tons per Bill of Lading ..	37/6	25/- Rio quay 17/6 Santos	25/- quay
	For lots of 100 tons or over per Bill of Lading, 32/6 Cabedello (Parahyba). 2/6 extra for every additional 5 ft. or fraction thereof.			
	Timber, Hard-wood, Logs, Planks and Boards, up to 20 ft. in length	47/6	35/-	40/-
	For every additional 5 ft. or fraction of 5 ft., 2/6 per ton extra.			
	Tin, in bars in blocks, also in cases	62/6	50/-	55/-
8382	Tinfoil	67/6	55/-	60/-
	Tin Plates (packed)	47/6	35/-	45/-
	" (unpacked)	42/6	30/-	40/-
	Tinware	57/6	45/-	50/-
	Tissues, cotton, linen, and woollen (see Textile Fabrics).			
	Tobacco	62/6	50/-	55/-
	" Juice	57/6	45/-	50/-
	" Manure (see Manures).			
	Tools	67/6	55/-	60/-
	Toys, Jouets	52/6	40/-	45/-
	" " of Celluloid	67/6	55/-	60/-
	Tramcars, or parts thereof, pieces or packages up to 2 tons weight or 30 ft. long		25/- Rio f.f.a.	
	5/- additional for every extra ton weight, or	42/6	30/- Rio quay	40/-
8383	every 5 ft. additional		30/- Santos	
	Trass (same as Cement).			
	Trays	62/6	50/-	55/-
	Timmings, woollen and cotton (see Textile Fabrics).			
	" silk and cotton, or silk and woollen mixtures (see Textile Fabrics).			
	" silk and velvet (see Textile Fabrics).			
	Trinkets	122/6	110/-	115/-
	Tubes and Pipes (see Special Tariff).			
	" (in packages) (see Pipes).			
	" Fittings "			
	" " (in packages) "			
	Tuff Flags, artificial (see Asphalt Flags).			
	Tugs (see under Launches).			
	Turbines, pipes and plant for (see Machinery).			
	Turpentine and Oil of Turpentine, packed in tins in			
8384	cases with sawdust	67/6	55/-	60/-
	Turpentine and Oil of Turpentine, packed in drums	82/6	70/-	75/-
	Twine (see Dundees).			
	Twist, cotton	62/6	50/-	55/-
	Type and Type Metal	42/6	30/-	35/-
	Typewriters	67/6	55/-	60/-
	Tyres, Iron and Steel	57/6	45/-	50/-
	" India Rubber	67/6	55/-	60/-
	Ultramarine	72/6	60/-	65/-
	Umbrellas, Cotton	62/6	50/-	55/-
	" Silk	67/6	55/-	60/-
	Umbrella Frames	62/6	50/-	55/-
	Unenumerated weight cargo	67/6	55/-	60/-
	Unenumerated measurement cargo	67/6	55/-	60/-
	Union Cloths (see Textile Fabrics).			
	Upholstered Goods	67/6	55/-	60/-

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	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Valves, for Water Pipes	62/6	50/-	55/-
Varillas (same as Iron, packed or unpacked).			
Varnish	72/6	60/-	65/-
Vaseline	67/6	55/-	60/-
Vegetables, Fresh or Dried	67/6	55/-	60/-
Velvets, Cotton (see Textile Fabrics).			
" Silk (see Textile Fabrics).			
Veneering Wood (see under Wood).			
Vices	62/6	50/-	55/-
Vinegar	62/6	50/-	55/-
Vulcanite and Vulcanite Goods	67/6	55/-	60/-

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Wadding	42/6	30/-	35/-
Wagons, or parts thereof, Pieces or packages up to 2 tons weight or 30 ft. long, 5/- additional for every extra ton weight, or every 5 ft. extra	42/6	25/- Rio f.f.a. 30/- Rio quay 30/- Santos	40/-
Walking Sticks	57/6	45/-	50/-
Washers	57/6	45/-	50/-
Waste, Cotton (see Cotton Waste).			
Watches	122/6	110/-	115/-
Watch Fittings	72/6	60/-	65/-
" Springs	72/6	60/-	65/-
Waterproofs	67/6	55/-	60/-
Wax, not Sealing Wax	57/6	45/-	50/-
" Sealing	67/6	55/-	60/-
" Goods	67/6	55/-	60/-
" Paraffin	57/6	45/-	50/-
Weighing Machines	62/6	50/-	55/-
Whalebone	67/6	55/-	60/-
Wheels, loose (not parts of Machinery)	57/6	45/-	50/-
" and Axles. (Gross measurement less one-third or by weight, whichever yields more freight)	42/6	25/- Rio f.f.a. 30/- Rio quay 30/- Santos	40/-
Wheelbarrows	52/6	40/-	45/-
Whiskey	67/6	55/-	60/-
White Lead	57/6	45/-	50/-
Whiting	42/6	25/- Rio 30/- Santos	37/6
Wick, Candle or Lamp	57/6	45/-	50/-
Willow Rods	45/-	32/6	37/6
Window Frames, iron	57/6	45/-	50/-
" Glass (see under Glass).			
Wine, Claret in casks	35/-	35/-	45/-
" (except Claret in casks)	67/6	55/-	60/-
Wire, iron or steel (weight) (in coils)	42/6	30/- Rio quay 25/- Rio f.f.a. 30/- Santos	45/-
" " (in casks or cases)	42/6	30/- Rio quay 25/- Rio f.f.a. 30/- Santos	55/-
" barbed (weight)	42/6	30/- Rio quay 25/- Rio f.f.a. 30/- Santos	40/-
Cabedello (Parahyba), 35/-			
" Copper and Brass	67/6	55/-	60/-
" Goods	62/6	50/-	55/-
" Netting	45/-	32/6	37/6

8387

8388

GE CUT OFF

8389

Wire, Telegraph or Telephone, galvanised (see Wire, Iron or Steel).
" " " Copper and Brass, (see Wire, Copper and Brass).

	Rio f.f.a.	Rio. quay.	Bahia.	Santos.	Pernambuco.
Wood Pulp—					
In lots up to 100 cbm.	20/-	25/-	—	25/-	32/6
In lots from 100 to 200 cbm.	17/6	25/-	37/6	22/6	30/-
In lots from 200 to 500 cbm.	17/6	25/-	37/6	20/-	30/-

8390

				Rio de Janeiro and Santos.	
Wood Shavings, empty boxes for matches, undipped sticks for matches			45/-	25/-	32/6
" " for lots over 100 tns & up to 200 tns. p.B/L, ..			—	—	27/6
" " " 200 " 300 " ..			—	—	26/6
" " " 300 " 450 " ..			—	—	25/6
" " " 450 " ..			—	—	24/6
Wood, Veneering			57/6	45/-	50/-
Woodwool			37/6	25/- Rio 22/6 Santos	30/-

8391

Woodware and Woodwork, heavy			52/6	40/-	45/-
" " light, measuring at least twice weight			45/-	32/6	37/6
Wool, carded			52/6	40/-	45/-
Wood, Slag			37/6	25/-	32/6
" Waste (same as Cotton Waste).					
Woollens (see Textile Fabrics).					
Worsteds (see Textile Fabrics).					
Wreaths			52/6	40/-	45/-
Yarns, Cotton, Linen and Woollen			52/6	40/-	50/-
Yarn, Jute (see Dundees).					
" tarred			57/6	45/-	50/-
Yeast			67/6	55/-	60/-
Yellow Metal			62/6	50/-	55/-

8392

Zinz and Zinc Goods			57/6	45/-	50/-
" Sheets, packed		weight	42/6	30/- w/m	50/-
" " unpacked		"	37/6	25/- "	45/-
" White		"	37/6	25/- "	37/6
" Sulphate of			62/6	50/-	60/-

8393

MACHINERY OR HEAVY LIFTS

(LAUNCHES, BOATS, BARGES, CHAINS, AND LOCOMOTIVES EXCEPTED).

For Boilers of 10 tons weight and over, and measuring more than three times their weight a reduction of 20% Freight will be made.

For Shipments up to 100 Freight Tons.

8394

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Packages up to 2 tons—			
If by measurement	45/-	40/-	45/-
" weight	50/-	45/-	50/-
Packages up to 3 tons—			
If by measurement	50/-	45/-	50/-
" weight	55/-	50/-	55/-
Packages up to 4 tons—			
If by measurement	55/-	50/-	55/-
" weight	60/-	55/-	60/-
Packages up to 5 tons—			
If by measurement	60/-	55/-	60/-
" weight	65/-	60/-	65/-
Packages up to 6 tons—			
If by measurement	65/-	60/-	65/-
" weight	75/-	70/-	75/-
Packages up to 7 tons—			
If by measurement	75/-	70/-	75/-
" weight	85/-	80/-	85/-
Packages up to 8 tons—			
If by measurement	85/-	80/-	85/-
" weight	95/-	90/-	95/-
Packages up to 9 tons—			
If by measurement	85/-	80/-	85/-
" weight	105/-	100/-	105/-
Packages up to 10 tons—			
If by measurement	95/-	90/-	95/-
" weight	115/-	110/-	115/-

8395

10/- p. ton extra, weight or measurement, for every additional ton weight.

8396

For Maceio 10/- per ton extra to be charged.

For Cabedello 17/6 per ton extra to be charged, which includes delivery at Parahyba, plus 4d. per freight ton to cover Government tax.

All above rates to be f.f.a., and quay delivery only to be given for lots not exceeding 40 tons on one Bill of Lading in the case of Rio and Victoria at 5/-, and in the case of Bahia at 17/6 over the respective f.f.a. rates to the said ports. For Pernambuco and Maceio quay delivery to be 5/- over the f.f.a. rates, but without limit of quantity, except that f.f.a. delivery can only be given for parcels of not less than 40 tons of cargo by one steamer and on one Bill of Lading.

All pieces or packages weighing over 3 tons to be f.f.a. in every case.

If such pieces or packages are shipped together with other goods on the same Bill of Lading, not coming up to 40 tons in all, the whole lot may be taken free from alongside.

PAGE CUT OFF

8397

PIPES

(UNPACKED).

	Bahia.	Rio de Janeiro and Santos.	Pernambuco.
Rivetted Steel Pipes, whether shipped whole or in sections, diametrical, the measurement of each section being taken separately	meast. 40/-	meast. 27/6	meast. 32/6

Cast and Wrought Iron Soil or Gas Pipes and Tubes, other than Boiler Tubes— ..

	Bahia.	Rio f.f.a.	Rio quay.	Santos.	Pernambuco.
	Per ton Weight.				
Up to 4 in. diameter	42/6	25/-	30/-	27/6	35/-
Over 4 in. and up to 8 in. diameter	45/-	27/6	32/6	30/-	37/6
8398 Over 8 in. and up to 15 in. "	47/6	30/-	35/-	32/6	40/-
Over 15 in. and up to 18 in. "	50/-	32/6	37/6	35/-	42/6

Over 18 in. 1/- extra for every additional inch or fraction thereof.

Cast and Wrought Iron Rainwater Pipes—
2/6 over above rates.

Cast and Wrought Steel Tubes and Collars (unrivetted)—
10/- over the rates for Cast and Wrought Iron Soil or Gas pipes as above.
Flanged Pipes and Tubes 10/- per ton extra.
Pipes and Plant for Turbines (see Machinery).
The above rates are applicable to Pipes not exceeding 30 feet in length, 5/- per ton extra for every additional 5 feet or fraction thereof.
(Inside diameters are understood).

LIVE STOCK.

8399

Lambs (when accompanying their mothers), 30/- per head.
Big Dogs, £5 } (Shipper providing food, kennel, and chain.
Small Dogs, £2 10/- }
Birds and Fowls, 2/6 each, with a minimum of £1 for a crate.
Calves (under 4 months) including fittings but not fodder £10
Cattle, including fittings but not fodder £20
Donkeys, up to 10 in one shipment, and on one B/L £15 per head
" " 11 " " " " £14 "
" " 12 " " " " £13 "
" " 13 " " " " £12 "
" " 14 " " " " £11 "
" " 15 " " " " £10 "
Horses, including fittings but not fodder £25
†Pigs " " " " £5
8400 Ponies (under 14 hands) including fittings but not fodder £20
Sheep, including fittings but not fodder £5

} with 10% primage.

†Under 3 months old, 50/- and 10 per cent. each. Shipper supplying fittings and fodder.

1 Free Attendant on Live Stock with not less than 25 Sheep.
1 " " " " " " { 6 Cattle, Donkeys, or Ponies.
1 " " " " " " 4 Horses.

An extra Attendant to be carried free for every additional £100 freight.

For Attendants accompanying smaller numbers of Stock not less than £5 passage money to be paid. Homeward passage money for such Attendants to be not less than £10 each.

No cabin passage with Stock to be granted for less than £10 single; £20 return.

The above rates not to cover the landing of Animals at those places where the steamer does not discharge at a quay, but the animals are to be received f.f.a. at consignees' risk and expense.

The following clause to be inserted in Bills of Lading for cattle shipments, viz.— 8401

The cattle are to be taken delivery of on board the Steamer, and brought ashore, within 24 hours after the arrival of the Steamer, otherwise the Captain or Agents of the Steamer are at liberty to act as they may deem fit. The Consignees are responsible for any consequences and expenses.

EXTRA RATES.

Cabedello.—17/6 per ton over Pernambuco for delivery at **Parahyba.**
A charge of 4d. per freight ton to be made on all cargo for Cabedello, to cover Government tax.
Minimum £1 5/- and 10%

Maceio.—10/- per ton over Pernambuco, which includes lighterage. 8402
Minimum £1 and 10%

Extra Rates for Transhipment Cargo to Sundry Ports.

Ordinary Cargo, pieces or packages weighing not more than one ton.

Imbetiba (via Rio) 20/-
Minimum £1 10/- in full.

***Victoria** (via Rio) 30/-
Rails f.f.a. (direct delivery). See under "Rails." 8403

Minimum £1 10/- in full.

*(When a steamer proceeds direct to Victoria herself the rates to be 7/6 per ton over Rio or Santos, whichever pays the higher rate, except for Rails).

8404

PAGE CUT OFF

8405

Memoranda

FOR

BRAZIL TARIFF.

8406

MARCH, 1912.

THROUGH RATES.

From Amsterdam and Rotterdam.

8407 Butter, Cheese and Gin, via Antwerp, Hamburg or Bremen (freight to be charged as customary in Antwerp). . . . .5/-over Tariff rates.

Butter and Cheese via Southampton, by the mail Steamers of The Royal Mail Steam Packet Co. . . . . 7/6 over "

CONTRACTS.

Contracts may be made for the following articles in respect of shipments up to the 31st December, 1912, viz.:—

Aspenwood

Codfish

8408 Dundees

Paper, in bales or reels.

Wood Pulp.

Wood shavings, empty boxes for Matches, undipped Sticks for Matches.

8409

REDUCED RATES.

The rates to be 2/6 less per ton on the following articles for quantities of over **100 freight tons** by one steamer and on one Bill of Lading:—

Bottles, Empty.
Paper, in bales and reels (not applicable to the "weight" rates).
Railway Iron Chairs (when shipped without Rails).
Telegraph Material.
Timber (hardwood).

8410

The rates to be 2/6 less per ton on the following articles for quantities of over **200 freight tons** by one steamer and on one Bill of Lading:—

Manure.
Military Equipments.
Phosphate of Lime.
Superphosphates.

The rates to be 5/-less per ton on the following articles for quantities of over **200 freight tons** by one steamer and on one Bill of Lading (not applicable to Bahia, Rio and Santos):—

Bridgework.
Girders.
Iron, angle, bar, bundle, hoop, scrap.
Iron or Steel Plates or Sheets (not Black).
Masts and Spars, Iron.
Telegraph Poles, Iron.

8411

For **MACHINERY** and **HEAVY LIFTS** the rates to be 5/-less per ton for quantities of over **100 freight tons** by one steamer and on one Bill of Lading; and in the case of Rio, Santos, Pernambuco, Maceio and Cabedello a further reduction of 5/-to be allowed for quantities of over **200 freight tons** by one steamer and on one Bill of Lading.

OPEN RATES.

The rates to be open on the following articles for quantities of over **200 freight tons** by one steamer and on one Bill of Lading:— 8412

Bricks, loose.
Flagstones, Paving Stones and Asphalt flags for paving purposes (including asphalt material belonging to the flags).

Besides those positions which are "open" in the tariff.

AGE CUT OFF

8413

INFLAMMABLE ARTICLES.

On the following articles, which are classified by the Brazilian authorities as inflammable, an additional rate of 20/- in the case of Bahia to be charged, such additional freight to be refunded to the shippers on presentation of a certificate from the steamship agents that the consignees duly passed their despatches and took delivery immediately the steamer was ready to discharge or put on to the quay.

8414

In the option of the Lines a clause may be inserted in the Bills of Lading and signed by the shippers to the effect that the shippers will be responsible for any extra expenses incurred through the default of the consignees.

The following is the list referred to:—

Acid, acetic if 80%
" carbolic
" carbonic.
" muriatic.
" nitric.
" prussic.
" pyroligenous.
" sulphuric.
" tannic.

8415

Alcohol, (in casks).
Alkali.
Alum, sulphate of.
Ammonia, carbonate of.
" sulphate of.
Ammoniac.
Antimony.
Arsenic.
Cartridges,
Coal.
Coke.
Cotton.
Fuse, safety fuse, and fuse rope.
Firecrackers.

8416

Gasoline.
Gun Cotton.
Gunpowder.
Hydrochlorate of formel.
Kerosene.
Loaded Shells and such like ammunition of war.
Lime, acetate of.
" chlorate of.
" chloride of.
Metal Caps for firearms.

8417

Naphthaline.
Oakum.
Oil of residuum of Petroleum.
Paraffin Wax.
Percussion Caps
Petroleum.
" residuum.
Phosphorus, whether made into matches or any other article or not.
Pitch of any quality.
Potash.
" bicarbonate of.
" bichromate of. 8418
" carbonate of.
" caustic.
" chlorate of.
" chromate of.
" cyanate of.
" nitrate or nitre of.
" prussiate of
" sulfocinide of.
Rat Poison prepared with Phosphorus.
Resin of any kind.
Rockets and such like goods.
Signals, Bombs.
Saltpetre.
Soda.
" arseniate.
" ash. 8419
" caustic or Soapmakers' Lixivia.
" chlorate of.
" nitrate of.
" silicate of.
Spirit Varnish.
Spirits.
Sulphate of Copper.
Sulphur, lumps or powdered.
Tar.
Tarred Rope.
Torches.
Turpentine and /or acids or spirits of same.
Waste, cotton or woollen.

8420

GE CUT OFF

8421

Pet. Ex. No. 231.—Sparks 996

8422

TARIFF

OF

8423 # RATES OF FREIGHT

FROM

NEW YORK

TO

8424

BRAZIL

JANUARY 1913

8425

Except where otherwise specified in this tariff weight or measurement rates should be charged, whichever yields most freight.

Minimum Bill of Lading for regular ports, including Consular Fee, $6.10.

Freight on Parcels (parcel receipt,) for Pernambuco, Bahia, Rio de Janeiro and Santos, 60 cents per cubic foot or part of a foot; minimum including Consular Fee, $2.35.

No package, described as samples or patterns, to be shipped on Bill of Lading with other goods.

In case of different articles being shipped in the same package, the rate of freight for the highest rated article to be charged on the whole.

8426

One per cent. ad. valorem to be charged when it amounts to more than the freight at tariff rates, except where otherwise specified. Ad. valorem rates not to carry primage.

All pieces or packages over 2 tons in weight to be charged as per scale for Heavy Lifts.

All quotations given to be subject to revision until actual engagement.

All freight payable on delivery of Bills of Lading.

No cargo (heavy lifts, as per tariff excepted,) to be taken for F. F. A. delivery in lots of less than 40 tons in one steamer on one Bill of Lading.

No F. F. A. delivery to be granted abroad unless Bills of Lading are so claused.

8427

The F. F. A. clause shall be as follows, and must in all cases be signed by the Shipper or his authorized Agent, who shall be responsible for its being carried out, viz.:

"To be taken from alongside the steamer by consignees of goods at their risk and expense immediately the steamer is ready to deliver, also by night, if desired by the owners of the steamer or their agents; in default the agents of the steamer to have the option of landing the goods at expense (including dock dues) and risk of consignees. Consignees to send a competent representative, who will sign receipts for each lighter load before it leaves the steamer's side, otherwise the steamer will not be responsible for any claim on the cargo.

In the event of discharge being made by steamer direct on to the new quays at Rio de Janeiro instead of into lighter in accordance with the conditions set forth above consignees to pay an additional freight of ..... per ton representing the difference between the f. f. a. and landed rate.

8428

In the event of the consignees refusing to carry out the conditions of this clause, the shipper shall be held and hereby holds himself responsible for all expenses incurred thereby."

No Bills of Lading shall be signed for ports for which cargo is transhipped at Bahia.

No contracts shall be made and no quotations be given for shipments extending beyond the three months succeeding the current month, except on such articles as are "special" in the tariff or for which yearly contracts may be agreed upon as necessary, it being a condition that each particular shipment of these "special" articles must not be less than the respective minimum.

AGE CUT OFF

8429

8430

RATES.

			Pernambuco	Bahia	Rio de Janeiro	Santos
	Acid, under or on deck, ship's option	per cu. ft.	$ c	$ c	$ c	$ c
			.72	.79	.69	.72
	Acetic Acid	" "	.39	.46	.36	.39
	Advertising Matter	" "	.43	.49	.39	.42
	Aeroplanes	" "	.23	.29	.20	.23
	Agate Ware		(See Hollow Ware)			
	Agricultural Implements up to 2 tons (shellers and threshers excepted)	" "	.34	.40	.31	.34
	Alabaster Goods	" "	.39	.46	.36	.39
	Albums		(See Books)			
	Alcohol	" "	.46	.52	.43	.46
8431	Alkali	per ton wt. or meast.	11.60	14.40	13.20	11.60
	Alum	per cu. ft.	.36	.42	.33	.36
	Aluminum	" "	.79	.85	.76	.79
	" Goods (excepting Hollow Goods)	" "	.43	.49	.39	.42
	Ammonia, Liquid	" "	.79	.85	.76	.79
	Ammonia, Lump	" "	.43	.49	.39	.42
	Amorces (Toy Cartridges)	" "	.79	.85	.76	.79
	Amorphous Phosphorus		(See Phosphorus)			
	Anchors (up to 2 tons)	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Animal Charcoal		(See Charcoal)			
	Anti-fouling Composition	" "	21.20	23.60	19.60	20.80
	Antimony	" "	17.20	19.60	15.60	16.80
	Anvils	" "	14.40	16.80	13.20	14.40
	Apples (in Barrels)	per barrel	2.10	2.55	1.85	2.00
8432	Apples (in Boxes)	" cu. ft.	.34	.40	.31	.34

		Pernambuco	Bahia	Rio de Janeiro	Santos	8434
		$ c	$ c	$ c	$ c	
Apothecary Ware and Drugs (harmless)	per cu. ft.	.43	.49	.39	.42	
Apparel	" "	.43	.49	.39	.42	
Arms (except Revolvers,) ad valorem or	per cu. ft.	1% .43	1½% .49	1% .39	1% .42	
Arsenic, packed in tin	" "	.43	.49	.39	.42	
" " otherwise	" "	.79	.85	.76	.79	
Artists' Colors and Materials	" "	.43	.49	.39	.42	
Artificial Flowers and Funeral Wreaths	" "	.33	.40	.31	.34	
Asbestos	" "	.36	.42	.33	.36	
Asbestos Cement (Barrels)	" "	.27½	.34½	.24½	.27½	
Asbestos Cement Roofing	per ton wt. or meast.	12.00	12.60	8.40	9.60	8435
Asphalt (Barrels) landed	per 2240 lbs.	11.60	14.40	10.40	11.60	
Asphalt in barrels in lots up to 400 tons F. F. A.	" "	9.20	11.60	7.20	9.20	
In lots over 400 tons In one steamer and on one B/L F. F. A.,	" "	8.60	11.00	7.20	8.20	
Asphalt Paving Block		(See Asphalt)				
Automobiles and Steam Motor Vehicles (up to 3 tons) (Over 3 tons, 3 c. per cu. ft. for every additional ton or fraction thereof)	per cu. ft.	.33	.39	.29	.32	
Automobiles, etc., accessories of	per cu. ft.	.43	.49	.39	.42	
Axes		(See Hardware)				
Axle Grease		(See Grease)				
Axles	per ton wt. or meast.	14.40	16.80	13.20	14.40	8436

GE CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
8438	Baby Carriages	per cu. ft.	.36	.42	.33	.36
	Bacon and Beef	per bbl.	2.35	3.30	2.55	2.35
	" "	" ¾ "	1.80	2.50	1.90	1.70
	" "	" ½ "	1.15	1.65	1.30	1.20
	" "	" ¾ "	.95	1.25	1.00	1.00
	" "	" ¼ "	.60	.85	.70	.60
	" "	per cu. ft.	.33	.40	.31	.32
	Bags and Bagging (jute)		(See Dundees)			
	Bags (paper)	" "	.28	.40	.31	.34
	Baize	" "	.43	.49	.39	.42
	Barbed Wire		(See Wire, Barbed)			
	Barges, complete " in pieces		(See Launches)			
	Barley (in shippers' bags)	per 2240 lbs.	17.20	19.60	15.60	16.80
	Barium, Chloride of	per cu. ft.	.36	.42	.33	.36
	Barrels, empty		(See Casks)			
8439	Barytes	per ton wt. or meast.	13.20	15.60	11.60	12.80
	Basils	per cu. ft.	.43	.49	.39	.42
	Basins, Metal	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Basket Ware	per cu. ft.	.27½	.34½	.24½	.27½
	Bast	" "	.36	.42	.33	.36
	Bath Bricks	per ton wt. or meast.	11.60	14.40	10.40	11.60
	Bath Tubs (Iron)	per cu. ft.	.33	.39	.29	.32
	Bath Tubs, Porcelain Lined or Enamelled	" "	.36	.42	.33	.36
	Beans (in shippers' bags)	2240 lbs.	17.20	19.60	15.60	16.80
	Bedding	per cu. ft.	.36	.42	.33	.36
	Bedsteads	" "	.36	.42	.33	.36
	" Tubes (in bundles)	" "	.36	.42	.33	.36
	Beehives and accessories	" "	.36	.42	.33	.36
	Beef Extracts		(See Groceries)			
	Beer (bottled)	" "	.33	.39	.29	.32
8440	" (in casks)	per ton wt. or meast.	17.20	19.60	15.60	16.80
	Bellows	per cu. ft.	.36	.42	.33	.36
	Belting (leather, cotton or other)	" "	.43	.49	.39	.42

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Bengal Matches	per cu. ft.	.79	.85	.76	.79	8442
Benzine (on deck in drums or cases)		(See Gasoline)				
Benzol (on deck)	" "	.79	.85	.76	.79	
Bi-Carbonate of Soda		(See Soda)				
Bicycles	" "	.43	.49	.39	.42	
Bijouterie	" "	.79	.85	.76	.79	
Billiard Tables	" "	.43	.49	.39	.42	
Biscuits	" "	.36	.42	.33	.36	
Bisulphide of Carbon	" "	1.40	1.50	1.35	1.38	
Bitters	" "	.43	.49	.39	.42	
Blacking	" "	.36	.42	.33	.36	
Blankets	" "	.39	.46	.36	.39	
Bleaching Powder	per ton wt. or meast.	17.20	19.60	15.60	16.80	
Blocks and Pulleys	per cu. ft.	.36	.42	.33	.36	
Blotting Paper		(See Paper, Blotting)				8443
Blue (washing)	" "	.33	.39	.29	.32	
Boats		(See Launches)				
Bobbins (wood)		(See Woodenware)				
Boilers		(See Machinery or Heavy Lifts)				
Boiler Accessories (when shipped alone)	per ton wt. or meast.	17.20	19.60	15.60	16.80	
Boiler Tubes	" "	13.20	15.60	11.60	12.80	
" Composition	" "	17.20	19.60	15.60	16.80	
" Lagging (Kieselguhr)	" "	10.40	12.80	9.20	10.40	
Bolts and Nuts (excepting when part of Railway contract)	" "	14.40	16.80	13.20	14.40	
Bone Ash	per cu. ft.	.33	.39	.29	.32	
Bonnets (untrimmed)	" "	.39	.46	.36	.39	
" Shapes	" "	.39	.46	.36	.39	
Bookbinders' Material	" "	.43	.49	.39	.42	8444
Books (printed)	" "	.43	.49	.39	.42	
Boots and Shoes	" "	.43	.49	.39	.42	
Borax	per ton wt. or meast.	14.40	16.80	13.20	14.40	

8445

8446

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c.	$ c	$ c	$ c
Bottles (excepting Bottles of Crystal Glass) empty	per cu. ft.	.23	.29	.20	.23
Bottles (empty Crystal Glass)	" "	.33	.39	.29	.32
Box Irons and Sad Irons		(See Irons)			
Bran	" "	.28	.40	.31	.28
Brandy (in cases and casks)	" "	43	.49	.39	.42
Brassware & Brass sheets	per ton wt. or meast.	17.20	19.60	15.60	16.80
Brewery Fittings	per cu. ft.	.39	.46	.36	.39
Britannia Ware	" "	.43	.49	.39	.42
Bricks, Loose	per ton wt. or meast.	9.20	11.60	8.00	9.20
Bricks (packed in crates)	" "	11.60	14.40	10.40	11.60
Bridgework (up to 2 tons weight or 30 feet long) same as Iron, Angle, Bar, etc. (unpacked)					

8447

$1.20 extra for each additional 5 feet in length or ton weight or fraction thereof.					
Bristles	per cu. ft.	.43	.49	.39	.42
Brome	" "	.43	.49	.39	.42
Bronze & Bronze Powder	" "	.46	.52	.43	.46
Bronzeware and Ornaments	Ad. Val.	1%	1½%	1%	1%
Brooms, Broomsticks and Broomcorn	per cu. ft.	.36	.42	.33	.36
Brushes	" "	.36	.42	.33	.36
Buckets	" "	.33	.39	.29	.32
Building Paper		(See Paper Building)			
Buoys (up to 3 tons wt.)	per cu. ft.	.27½	.34½	.24½	.27½
Over 3 tons		(See Heavy Lifts)			
Butter (in barrels)	per 2240 lbs.	22.20	23.00	19.00	20.20
Butter (in cases)	per 2240 lbs.	19.00	21.40	17.80	19.00

8448

Buttons	per cu. ft.	.43	.49	.39	.42
Butts		(See Hardware)			

	Pernambuco	Bahia	Rio de Janeiro	Santos	
	$ c	$ c	$ c	$ c	
Cabinets, Dental ..... per cu. ft.	.43	.49	.39	.42	
Cables, Chains ..... per ton wt. or meast.	14.40	16.80	13.20	14.40	8450
Candles ..... per cu. ft.	.36	.42	.33	.36	
Candle Wick and Lamp Wick ..... " "	.36	.42	.33	.36	
Candy ..... " "	.39	.49	.36	.39	
Canned Goods (excluding Condensed Milk) ..... " "	.43	.49	.39	.42	
Cannel Coal, small lots in Crates, Bbls., Hhds. or Casks	(Special)				
Cannel Coal, in bulk of 2-300 tons.	(Special)				
Cannel Coal (larger quantities) ...	(Special)				
Canopies ..... per cu. ft.	.43	.49	.39	.42	
Canvas	(See Dundees)				
Capsules (bottle) ..... per cu. ft.	.39	.46	.36	.39	
Car Material (Pieces and packages up to 2 tons weight or 30 feet long per ton wt. or meast. Landed	10.40	12.80	9.20	10.40	8451
" " " " F. F. A.	9.20	11.60	8.00		
$1.20 add. for every extra ton weight or every 5 feet or fraction					
Carbide of Calcium ..... per 2240 lbs.	15.60	15.60	14.40	15.60	
Carbolic Acid (under or on deck) ship's option ..... per cu. ft.	.72	.79	.69	.72	
Carbonate Ammonia ..... per ton wt. or meast.	17.20	19.60	15.60	16.80	
Carbonate of Magnesia ..... per cu. ft.	.28	.35	.25	.28	
" of Soda	(See Soda)				
Carbonic Acid Gas, Liquid in Iron Drums, on deck ..... per 100 lbs.	.84	.95	.78	.84	
Cardboard Bales, bdls., rolls, corrugated ..... per cu. ft.	.23	.29	.20	.23	
Cardboard (in cases) ..... per ton wt. or meast.	14.40	16.80	13.20	14.40	8452
Cardboard (in Bales, bundles or rolls) per ton wt. or meast.	11.60	14.40	10.40	11.60	

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8453

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
8454	Cards, Spinning	per cu. ft.	.39	.46	.36	.39
	Carousals, including Organ & Engine	" "	.39	.46	.36	.39
	Carpets (except ing Jute)	" "	.39	.46	.36	.39
	Carpets, Ju		(See Dundees)			
	Carriages and parts	" "	.36	.42	.33	.36
	Carriage Material	" "	.36	.42	.33	.36
	Cartridges, Safety (under or on deck, ship's option)	per 100 lbs.	1.55	1.65	1.50	1.55
	Minimum charge for shipment.		5.00	5.50	5.00	5.00
	" for separate Bill of Lading.		10.00	11.00	10.00	10.00
	Cartridge Cases, empty, (with or without caps)	per cu. ft.	.43	.49	.39	.42
	Cart Bushes	" "	.36	.42	.33	.36
	Cash Registers	" "	.43	.49	.39	.42
8455	Caskets and Coffins	" "	.43	.49	.39	.42
	Casks, dismounted (Hoops and Shooks)			(See Shooks)		
	Casks, wooden, empty	" "	.27½	.34½	.24½	.27½
	Cassava Pans	" "	.39	.45	.33	.36
	Cassia		(See Spices)			
	Castor Oil		(See Oil, Castor)			
	Caustic Soda		(See Soda)			
	Celluloid and Celluloid Goods	per cu. ft.	.43	.49	.39	.42
	Cellulose		(See Woodpulp)			
	Cement per 2240 lbs.	F. F. A.	7.80	7.80	7.20	.....
	" "	Landed	9.00	13.80	8.40	7.80
	Cereals	per cu. ft.	.36	.42	.33	.36
	Chains	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Chairs, Common	per cu. ft.	.23	.29	.20	.23
	" other than common	" "	.33	.39	.29	.32
8456	Chalk, Common	per ton wt. or meast.	11.00	13.80	9.80	11.00
	Chalk, Crayons	per cu. ft.	.43	.49	.39	.42
	Charcoal, Animal	" "	.36	.42	.33	.36

8457

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	8458
Charcoal, Flaked, 40 tons and over	F. F. A. per ton wt. or meast.	7.20	9.80	7.20	7.00	
Cheese	per cu. ft.	.44½	.50½	.40½	.43½	
Chemicals (not dangerous and not otherwise specified)	per cu. ft.	.43	.49	.39	.42	
Chicory	" "	.36	.42	.33	.36	
China	" "	.43	.49	.39	.42	
China Clay	per ton wt. or meast.	11.60	14.40	10.40	11.60	
China Ware	per cu. ft.	.43	.49	.39	.42	
Chlorate of Potash	per ton wt. or meast.	21.20	23.60	19.60	20.80	
Chlorthyl	ton wt. " "	17.20	22.40	15.60	16.80	
Chloride of Lime	" "	17.20	19.60	15.60	16.80	
Chloroform	per cu. ft.	.79	.85	.75	.78	
Chocolate	" "	.39	.46	.36	.39	
Church Ornaments	" "	.53	.59	.49	.52	8459
Churns		(See Dairy Implements)				
Cider	" "	.33	.39	.29	.32	
Cigars (Havana)	" "	.79	.85	.75	.78	
" (not Havana)	" "	.39	.46	.36	.39	
Cisterns (Iron)	" "	.33	.39	.29	.32	
Clay Conduit Pipe		(See Pipe)				
Clocks	" "	.43	.49	.39	.42	
Closets, Iron	" "	.33	.39	.29	.32	
Cloves		(See Spices)				
Coacholine		(See Axle Grease)				
Coal, small lots (except Cannel)		(Special)				
Coal, large lots (except Cannel)		(Special)				
Coal Sacks (Tarred)	per cu. ft.	.43	.49	.39	.42	
Cocus Fibre Goods	" "	.36	.42	.33	.36	
Cod Fish		(Special)				8460
Coffee Mills, Wooden	" "	.27½	.34½	.24½	.27½	
Coffee Mills other than Wooden	" "	.36	.42	.33	.36	
Cocoa	" "	.43	.49	.39	.42	

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8461

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Coin, Nickel and Bronze	per ton wt. or meast.	18.40	20.80	17.20	18.40
8462	Coke		(Special)			
	Colors and Paints	" "	14.40	16.80	13.20	14.40
	Coloring Earth	" "	10.40	12.80	9.20	10.40
	Condensed Milk		(See Milk)			
	Concrete Reinforcements		(See Iron)			
	Confectionery	per cu. ft.	.39	.46	.36	.39
	Cooking Plates, cast iron	per ton wt. or meast.	15.60	18.40	14.40	15.60
	Copper and Copper Goods Ingots, Plates	" "	17.20	20.80	15.60	16.80
	Copper Wire		(See Iron)			
	Copper, Sulphate of	" "	15.60	18.40	14.40	15.60
	Copperas	" "	15.60	18.40	14.40	15.60
	Cordage		(See Rope)			
	Cordials and Liqueurs	per cu. ft.	.43	.49	.39	.42
8463	Cordite and Cordite Cartridges, under 10 tons	" "	1.40	1.45	1.35	1.38
		or per 100 lbs.	2.80	2.90	2.70	2.76
	Cordite and Cordite Cartridges, 10 tons and upwards		(Special)			
	Corks and Corkwood, in bales and bags	per cu. ft.	.23	.29	.20	.23
	Corks and Corkwood, in cases and casks	" "	.29	.36	.26	.29
	Cork Shavings for Insulating purposes	" "	.26	.32	.23	.26
	Cork Mats	" "	.33	.39	.29	.32
	Corn, Indian or Maize, in shipper's bags		(Special)			
	Corn Flour	" "	.36	.42	.33	.36
	Corn Meal	" "	.28	.35	.25	.28
8464	Cornshellers	" "	.34	.40	.31	.34
	Corrugated Iron Sheets		(See Iron)			
	Corsets	" "	.43	.49	.39	.42
	Cotton, in compressed bales		(Special)			

8466

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Cottons, Linens, Worsteds and Woolens of all descriptions	per cu. ft.	.43	.49	.39	.42	
Cotton Cards	" "	.43	.49	.39	.42	
Cotton Gins	" "	.33	.39	.29	.32	
Cotton Seed Meal (in Bags)	" "	.28	.40	.31	.34	
Cotton Ties		(See Ties)				
Cotton Twist and Thread	" "	.39	.46	.36	.39	
" Waste	" "	.27½	.34½	.24½	.27½	8467
" Wick	" "	.36	.42	.33	.36	
Coverlets	" "	.39	.46	.36	.39	
Crackers, fancy	" "	.46	.50	.43	.46	
Crockery	" "	.43	.49	.39	.42	
Crucibles	per ton wt. or meast.	13.20	15.60	11.60	12.80	
Curios	per cu. ft.	.43	.49	.39	.42	
Curtains, cotton or mixture	" "	.43	.49	.39	.42	
Cutlery	" "	.43	.49	.39	.42	
Cyanide of Potassium	per ton wt. or meast.	17.20	19.60	15.60	16.80	

8468

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			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Dairy Implements	per cu. ft.	.36	.42	.33	.36
8470	Demijohns, empty	" "	.24½	.29	.20	.27½
	Dental Cabinets	" "	.43	.49	.39	.42
	Dental Goods	" "	.43	.49	.39	.42
	Detonators, (minimum $16)	per 100 lbs.	2.75	2.85	2.70	2.76
	Disinfectants, not otherwise enumerated	per cu. ft.	.79	.85	.76	.79
	Disinfectants, in tin lined packages or iron drums or Earthenware Jars packed in cases or casks	per ton wt. or meast.	18.40	20.80	17.20	18.40
	Dispensary Articles		(See Apothecary Ware)			
	Dress Goods	per cu. ft.	.43	.49	.39	.42
	Drugs, harmless	" "	.43	.49	.39	.42
	Druggists' Sundries	" "	.43	.49	.39	.42
	Druggets	" "	.39	.46	.36	.39
8471	Drums, Iron, empty	" "	.27½	.34½	.24½	.27½
	Dryers, liquid	" "	.79	.85	.76	.79
	Duck, Cotton		(See Dundees)			
	Dundees: Jute Hessians, Jute Cloth, Jute Yarn, Jute Twine, Jute Twist, Raw Jute, Jute Carpets, Flax Twine, Hemp Cord, Hemp and Jute Cord, Flax and Hemp Raw, Flax and Hemp Yarns	per cu. ft.	.33	.37½	.27½	.30½
	Jute and Flax Mixed, Canvas, Flax Canvas, and Sail Cloth, Cotton Canvas	" "	.33	.37½	.27½	.30½
	Dyes	" "	.43	.49	.39	.42
	Dyewood Extract					
8472		per ton wt. or meast.	17.20	19.60	15.60	16.80
	Dyewood	per cu. ft.	.36	.42	.33	.36
	Dynamite, under 10 tons	per 100 lbs.	2.90	3.00	2.80	2.86
	" 10 tons and over		(Special)			

8473

8474

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
Earthenware, in crates or casks	per cu. ft.		.23	.29	.20	.23
Earthenware Closets, common (in casks, or crates, or loose)	"	"	.27½	.34½	.24½	.27½
Earthenware, in cases	"	"	.33	.39	.29	.32
Earthenware Sinks, Pans and Traps	"	"	.27½	.34½	.24½	.27½
Earthenware Drain Pipes, loose, Shippers supply straw	"	"	.23	.29	.20	.23
Earthenware, Drain Pipes loose, (Shipper supplying straw). In lots 100 tons and over F. F. A.	"	"	.18	.24½	.18	.17½
Ebonite Cells	"	"	.43	.49	.39	.42
Elastic	"	"	.43	.49	.39	.42
Electrical Fittings	"	"	.43	.49	.39	.42
" Goods (small)	"	"	.43	.49	.39	.42
Emery powder and Cloth	per ton wt. or meast.		15.60	18.40	14.40	15.60
Enamelled Iron Plates			(See Iron			
Enamelware			(See Hollow Ware)			
Engine Packing	per cu. ft.		.36	.42	.33	.36
Engravings	"	"	.43	.49	.39	.42
Envelopes	"	"	.33	.46½	.30	.33
Epsom Salts	"	"	.33	.39	.29	.32
Etuis (boxes for Fancy Goods)	"	"	.43	.49	.39	.42
Explosives			(Special)			
Extract of Beef			(See Groceries)			

8475

8476

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8477

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Fans, except palm leaf and cheap Japanese Fans	per cu. ft.	.43	.49	.39	.42
8478	Fans, palm leaf and cheap Japanese	" "	.33	.39	.29	.32
	Feathers	" "	.43	.49	.39	.42
	Felt, Roofing and Sheathing	" "	.33	.39	.29	.32
	Felt Goods	" "	.39	.46	.36	.39
	Fenders, Ships	" "	.36	.42	.33	.36
	Fenders, Iron and Steel	per ton wt. or meast.	15.60	18.40	14.40	15.60
	Fertilizers, (Bags or Barrels)	per ton wt. " "	13.20	16.00	12.40	12.80
	Fibre	per cu. ft.	.33	.39	.29	.32
	Files	per ton wt. or meast.	15.60	18.40	14.40	15.60
	Filing Cabinets	per cu. ft.	.43	.49	.39	.42
	Filters and Filter Fittings	" "	.39	.46	.36	.39
	Fire Bars		(See Iron, Bar)			
8479	Fire Bricks		(See Bricks)			
	Fire Clay, up to 100 tons, landed	per ton wt. or meast.	10.40	12.80	9.20	10.40
	Fire Clay, in lots over 100 tons, one steamer, $1.20 per ton less F. F. A					
	Fire Grates and Ranges		(See Stoves)			
	Fire Crackers	per cu. ft.	.43	.49	.39	.42
	Fire Works, except Crackers	" "	.79	.85	.76	.79
	Fish, dried and salted, other than Cod	" "	.33	.39	.29	.32
	Fish Oil		(See Oil, Fish)			
	Flagstones and Paving Stones		(See Stones)			
	Flannels	per cu. ft.	.43	.49	.39	.42
	Floor Cloths	" "	.43	.49	.39	.42
	Florida Water	" "	.36	.42	.33	.36
8480	Flour		(Special)			
	Fly Paper	" "	.43	.49	.39	.42
	Fodder	" "	.33	.39	.29	.32
	Fog Signals	" "	.79	.85	.76	.79
	Forges and Blowers	" "	.39	.46	.36	.39

8481

8482

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
Forks, Manure	per cu. ft.		.34	.40	.31	.34
Frames, Picture	"	"	.43	.49	.39	.42
Freezers	"	"	.39	.46	.36	.39
Fruit Juice	"	"	.43	.49	.39	.42
Fruit, dried			(See Groceries)			
Furniture, (except Chairs and Reed and Rattan)	"	"	.33	.39	.29	.32
" Bent Wood	"	"	.23	.29	.20	.23
Furniture, Reed & Rattan	"	"	.27½	.34½	.24½	.27½
Furniture, School	"	"	.23	.29	.20	.23
Furs	"	"	.79	.85	.76	.79
Fuses on deck (Minimum B/L $10.00)	"	"	1.15	1.25	1.15	1.20

8483

8484

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			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Galvanized Iron		(See Iron)			
8486	Gambier	per cu. ft.	.43	.49	.39	.42
	Gas and Electrical Fittings	" "	.43	.49	.39	.42
	Gas Meters		(See Meters)			
	Gasoline, on deck, Drums or Cases		(Special)			
	Gelatine	" "	.39	.46	.36	.39
	Gin, in Cases	" "	.33	.39	.29	.32
	" in Casks	" "	.33	.39	.29	.32
	Girders		(See Iron)			
	Girths	" "	.43	.49	.39	.42
	Glass, broken	per ton wt. or meast.	13.20	15.60	11.60	12.80
	" Gauges		(See Boiler Accessories)			
	Glass, Cut	per cu. ft.	.43	.49	.39	.42
	" Plate	" "	.33	.39	.29	.32
	" Window	" "	.26	.32	.23	.26
8487	Glassware, hollow, in crates and casks	" "	.24½	.29	.20	.23
	Glassware, hollow, in Cases	" "	.33	.39	.29	.32
	Glass Tiles		(See Tiles)			
	Glazing Earth	per ton wt. or meast.	11.00	13.80	9.80	11.00
	Glaubersalts, Sulphate Soda		(See Soda)			
	Gloves, Silk and Kid, etc.	per cu. ft.	.79	.85	.76	.79
	" Cotton and Woolen	" "	.43	.49	.39	.42
	Glucose	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Glue	per cu. ft.	.36	.42	.33	.36
	Glycerine	" "	.43	.49	.39	.42
	Gold (ad valorem)		2%	2%	2%	2%
	Government Cargo		(Special)			
	Grain, in bags		(Special)			
	Grain Mills	per cu. ft.	.34	.40	.31	.34
	Granite (pieces up to 2 tons)	per ton wt. or meast.	14.40	16.80	13.20	14.40
8488	Grapes	per cu. ft.	.36	.42	.33	.36
	Grape Juice	" "	.43	.49	.39	.42
	Grass Rugs		(See Rugs)			
	Grass Seeds		(See Seeds)			

		Pernambuco		Bahia		Rio de Janeiro		Santos		
		$	c	$	c	$	c	$	c	
Grates and Ranges		(See Stoves)								
Grease and Tallow (except Lubg.)	per ton wt. or meast.	13	20	15	00	11	00	21	40	
Grease, Lubricating (in Barrels)		(Special)								
Grindstones	per ton wt. or meast.	14	40	16	80	13	20	14	40	
Groceries	per cu. ft.		43		49		39		42	
Gum Arabic	" "		43		49		39		42	
Gunpowder, in barrels (minimum $10)	per 100 lbs.	3	40	3	55	3	35	3	40	8491
Gunpowder, in tins (minimum $10)	" "	4	75	4	75	4	70	4	80	
Gunpowder, 10 tons and upwards		(Special)								
Guttering	per cu. ft.		36		42		33		36	

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			Pernambuco	Bahia	Rio de Janeiro	Santos
8494			$ c	$ c	$ c	$ c
	Haberdashery	per cu. ft.	.43	.49	.39	.42
	Hammers	per ton wt. or meast.	15.60	18.40	14.40	15.60
	Hams		(See Groceries)			
	Handles "Wooden"	per cu. ft.	.36	.42	.33	.36
	Hardware, not otherwise specified	per ton wt. or meast.	17.20	19.60	15.60	16.80
	Harness	per cu. ft.	.43	.49	.39	.42
	Harness Dressing	" "	.36	.42	.33	.36
	Hats	" "	.39	.46	.36	.39
	Hat Linings	" "	.43	.49	.39	.42
	Hat Shapes	" "	.39	.46	.36	.39
	Hatchets		(See Hardware)			
	Hatter's Fur	" "	.39	.46	.36	.39
	Hay (in compressed Bales)	" "	.27½	.34½	.24½	.27½
	Heavy Lifts		(See end of Tariff)			
8495	Hemp	" "	.33	.37½	.27½	.30½
	Herbs	" "	.43	.49	.39	.42
	Hides, dry, undressed	" "	.39	.46	.36	.39
	" dressed	" "	.43	.49	.39	.42
	Hinges	per ton wt. or meast.	15.60	18.40	14.40	15.60
	Hoes	per cu. ft.	.34	.40	.31	.34
	Hollow Ware, Aluminum, Iron, Tin, Brass and Enamel	" "	.27½	.34½	.24½	.27½
	Hominy		(See Cereals)			
	Hooks and Eyes	"	.39	.46	.36	.39
	Hoops and Shooks		(See Shooks)			
	Hops	" "	.36	.42	.33	.36
	Horn Goods	" "	.43	.49	.39	.42
	Horseshoes	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Hosiery	per cu. ft.	.43	.49	.39	.42
8496	Hospital Furniture		(See Furniture, School)			
	Household Goods (in use)	" "	.36	.42	.33	.36

8497

8498

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Ice Boxes, Refrigerators	per cu. ft.	.39	.46	.36	.39	
Incubators	" "	.36	.42	.33	.36	
India Rubber and India Rubber Goods		(See Rubber Goods)				
India Rubber Tubing and Hose Pipe		(See Rubber Goods)				
Indigo	" "	.46	.52	.43	.46	
Ink	" "	.36	.42	.33	.36	
" Printers'	" "	.36	.42	.33	.36	8499
Instruments, Musical (except Pianos and Organs)	" "	.43	.49	.39	.42	
Instruments, Scientific or Surgical	" "	.43	.49	.39	.42	
Or ad valorem		1%	1½%	1%	1%	
Insulators	" "	.36	.42	.33	.36	
Ironware		(See Hardware)				
Irons, Box Irons, Sad Irons	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Iron, Shutters	per ton wt. or meast.	11.20	16.00	12.40	11.20	

8500

GE CUT OFF

		Pernambuco		Bahia		Rio de Janeiro		Santos
		landed	ffa	landed	ffa	landed	ffa	landed
	Iron and Steel castings N. O. S. not parts of machinery packed or unpacked	14.40	.....	17.40	.....	13.20	.....	14.40
	Iron, Expanded	13.20	.....	16.20	.....	11.60	.....	12.80
	Iron, Oxide of, in bags or barrels	11.00	.....	14.40	.....	9.80	.....	11.00
	Iron, Pig	9.20	.....	12.20	8.20	8.00	7.20	9.20
8502	Iron, Angle, Bar, Bundle, Hoop, Plates, Scrap (unpacked)	10.80	10.20	11.40	8.40	7.80	7.20	8.40
	Iron, Angle, Bar, Bundle, Hoop, Plates, Scrap, (packed)	12.00	11.40	11.40	8.40	7.80	7.20	8.40
	Iron, Sheets, Galv.—Corr	12.00	10.80	13.80	10.80	9.60	8.40	10.80
	Iron Plates, Enamelled	15.60	.....	19.00	.....	14.40	.....	15.60
	Iron or Steel Black Plates and Sheets—packed	13.20	.....	15.00	.....	10.80	.....	12.00
	unpacked	11.60	.....	13.80	.....	9.20	.....	10.40
	Iron, Galvanized Ridging	14.40	.....	17.40	.....	13.20	.....	14.40
8503	Iron, Construction parts for Houses, Buildings or Maritime Purposes, (Jetties, Piers, Barge Work, etc.), N. O. S. not parts of machinery up to 2 tons wt. or 30 ft. in length, $1.20 extra for every additional 5 ft. in length or ton wt. or fraction thereof	10.80	10.20	11.40	8.40	7.80	7.20	8.40
	Iron Nails	13.20	12.00	11.40	8.40	9.40	7.20	8.40
	Frogs and Switches, alone	12.00	10.20	15.00	12.00	10.80	9.60	12.00
	Tin Plate, packed	12.00	11.40	13.80	10.80	9.60	8.40	10.80
	Concrete Reinforcement (Expanded Metal)	12.00	10.80	15.00	12.00	10.80	10.20	12.00
	Staples (shipped alone)	13.20	12.00	11.40	8.40	7.80	7.20	9.00
	Rail Joints (not copper)	13.20	12.00	15.60	12.60	10.80	9.60	12.00
	Poles and Fittings up to 30 ft. long or 2 tons wt. $1.20 extra for every additional 5 ft. in length or ton wt. or fraction thereof	10.80	9.60	11.40	8.40	7.80	7.20	8.40
	Wire, Copper	15.60	14.40	18.60	15.60	14.40	13.80	15.60
8504	Woven Wire, Fencing	10.20	9.00	13.20	10.20	9.00	8.40	10.20
	Wire, Copper or Brass, Telephone or Telegraph	15.60	14.40	18.60	15.60	14.40	13.80	15.60
	Wire, Telegraph or Telephone, not brass or copper	12.00	10.80	12.60	9.60	8.40	7.20	9.60
	Wire, iron or steel in coils per 2240 lbs	12.00	10.80	12.60	9.60	8.40	7.20	9.60
	Wire, in casks or cases	14.40	13.20	12.60	9.60	8.40	7.20	9.60
	Wire, Barbed, per 2240 lbs	10.80	9.60	12.60	9.60	8.40	7.20	9.60

8505

		Pernambuco	Bahia	Rio de Janeiro	Santos	
Isinglass	per cu. ft.	.43	.49	.39	.42	8506
Ivory	" "	.79	.85	.76	.79	

		$ c	$ c	$ c	$ c	
Japanese Goods (cheap), such as Paper Umbrellas, Fans, Colored Vases, etc.	per cu. ft.	.36	.42	.33	.36	
Jewelry, 2% ad valorem or	" "	.79	.85	.76	.79	
Jewelry, Imitation and Leonic Ware	" "	.53	.59	.49	.52	8507
Jute Carpeting		(See Dundees)				
Jute, Raw		(See Dundees)				

		$ c	$ c	$ c	$ c	
Kegs, empty		(See Casks, Empty)				
Kieselguhr (boiler lagging)		(See Boiler Lagging)				
Kitchen Ware	per cu. ft.	.43	.49	.39	.42	
Kitchen Ware Enamelled or Tinned		(See Hollow Ware)				8508

AGE CUT OFF

8509

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Lace (Silk and Linen)	per cu. ft.	.79	.85	.76	.79
8510	Laces, Shoe	" "	.43	.49	.39	.42
	Ladles	" "	.39	.46	.36	.39
	Lamps	" "	.36	.42	.33	.36
	Lamp Black	" "	.43	.49	.39	.42
	Lamp Glasses (Chimneys)	" "	.33	.39	.29	.32
	Lamp Ware	" "	.36	.42	.33	.36
	Lamp Wick	" "	.36	.42	.33	.36
	Lamps and Posts, Street	" "	.33	.39	.29	.32
	Lard (about 50 lbs. gross)	per keg	.50	.65	.50	.45
	Lard (in other packages)	per cu. ft.	.28	.40	.31	.28
	Lathes	" "	.43	.49	.39	.42
	Launches		(See Sheet 35)			
	Lead (Shot and Sheet) and Lead Piping	per ton weight or meast.	14.40	16.80	13.20	14.40
	Lead, Pig	per ton wt. " "	9.20	11.60	8.00	9.20
8511	Leadware,	" " "	15.60	18.40	14.40	15.60
	Lead, White	" " "	14.40	16.80	13.20	14.40
	Lead Seals and Wire	" " "	15.60	18.40	14.40	15.60
	Leaf, Gold (imitation) 2% ad valorem	or per cu. ft.	.79	.85	.76	.79
	Leather	" "	.43	.49	.39	.42
	Or ad valorem		1%	1½%	1%	1%
	Leather Dyes	" "	.33	.39	.29	.32
	Leather Goods	" "	.43	.49	.39	.42
	Leather, Sole, in bales	" "	.39	.46	.36	.39
	Leeches	" "	.79	.85	.76	.79
	Leonic Ware	" "	.53	.59	.49	.52
	Letter Files (Wood)		(See Furniture)			
	Life Buoys	" "	.36	.42	.33	.36
	Lime	per ton wt. or meast.	13.20	15.60	11.60	12.80
	Lime, Acetate of	per cu. ft.	.36	.42	.33	.36
8512	" Chloride of	" "	.43	.49	.39	.42
	" Phosphate of	" "	.29	.36	.26	.29
	Linoleum	" "	.43	.49	.39	.42
	Lithographic Stones		(See Stones)			
	Liqueurs and Cordials	" "	.43	.49	.39	.42

8513

	Pernambuco	Bahia	Rio de Janeiro	Santos	
	$ c	$ c	$ c	$ c	
Locks.....per ton wt. or meast.	15.60	18.40	14.40	15.60	
Locomotives.....	(Special)				
Logwood or Logwood Chips....per cu. ft.	.36	.42	.33	.36	
Logwood Extract....per ton wt. or meast.	17.20	19.60	15.60	16.80	
Looking Glasses.....per cu. ft.	.43	.49	.39	.42	8514
Lubricating Grease.....	(Special)				
Lumber (high priced) per 1000 sup. ft.	34.00	39.00	31.00	34.00	
Lumber, other.....	(Special)				
Lye, Sulphate of (in bbls.).....per cu. ft.	.29	.35	.26	.29	
Lysol..... " "	.43	.49	.39	.42	
Launches and Boats, up to 2 tons wt., landed.....per cu. ft.	.26	.32	.23	.26	
F. F. A..... " "	..	..	.20	..	
Launches, Barges, Tugs, Hulls complete, over 2 tons and including 10 tons weight, per ton wt. F. F. A.....	67.20	68.40	67.20	..	
Landed.....	..	..	..	68.40	

$2.40 per ton additional for every ton or fraction thereof over 10 tons (Machinery and Boilers of steam craft, if detached and shipped below or on deck to be charged as per "Machinery and Heavy Lifts" tariff, all f. f. a.) 8515

Bedding, Chocking and Lashing for shippers' account, and the following clause to be inserted in all Bills of Lading, viz.:

"The Launch to be delivered alongside the steamer with slings attached ready for lifting on board, the slings to remain attached for lifting over side at port of discharge, where it will be taken from alongside the steamer by consignees at their risk and expense.

"The Launch will be carried on deck, and will be entirely at shipper's risk (including negligence of shipowners' servants) during the operation of lifting on board, during the voyage, and while being delivered overside abroad. The shipper to be liable for any accident or damage on account of a wrong declaration of weight."

Launches, Barges and Tugs (Hull of) when shipped in sections, weighing up to 2 tons, F. F. A.....per ton wt. or meast.	8.60	9.80	7.20	..	8516
Landed.....	..	..	..	9.20	

Sixty cents additional for each ton up to (5) tons. Over 5 tons $1.20 per ton increase. Machinery and Boilers of steam craft to be charged as per "Machinery and Heavy Lifts" tariff, all F. F. A.

Launches, Barges and Tugs, in pieces..... (See Iron Construction Parts)

GE CUT OFF

8517

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
8518	Machinery		(Special)			
	Maizena	per cu. ft.	.36	.42	.33	.36
	Majolica	" "	.46	.52	.43	.46
	Magnesite	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Magnolia Metal	per 2240 lbs.	11.20	16.00	12.40	11.20
	Malt		(Open)			
	Manganese Ore	per ton wt. or meast.	13.20	15.60	11.60	12.80
	Mantlepieces	per cu. ft.	.43	.49	.39	.42
	Manure (not otherwise specified)	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Maple, Hardwood Flooring (in Bdls.)	per cu. ft.	.33	.39	.29	.32
	Marble Tiles		(See Tiles)			
	Marble Slabs	per ton wt. or meast.	17.20	19.60	15.60	16.80
	Marbles (Glass or Stone)	per ton wt. " , "	11.00	13.80	9.80	11.00
8519	Margarine		(See Butter)			
	Masts and Spars		(See Girders)			
	Match Blocks	per cu. ft.	.23	.29	.20	.23
	Matches Bengal	" "	.79	.85	.76	.79
	" Safety	" "	.23	.29	.20	.23
	" Wax	" "	.79	.85	.76	.79
	Mats, Skin	" "	.43	.49	.39	.42
	" Woolen	" "	.39	.46	.36	.39
	Matting and Mats(straw or fibre)	" "	.36	.42	.33	.36
	Mattresses	" "	.36	.42	.33	.36
	Measurement Cargo (not otherwise specified)	" "	.43	.49	.39	.42
	Mercery	" "	.43	.49	.39	.42
	Mercury	per 100 lbs.	1.55	1.65	1.50	1.55
	Metalware	per cu. ft.	.43	.49	.39	.42
	Metal, Expanded	per ton wt. or meast.	13.20	16.20	11.60	12.80
8520	Meters, Gas and others	per cu. ft.	.36	.42	.33	.36
	Military Equipments, arms excluded	" "	.43	.49	.39	.42
	Milk, Condensed & Malted	" "	.26	.32	.23	.26
	Millinery Goods	" "	.43	.49	.39	.42

8521

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
Millstones (up to 2 tons)	per ton wt. or meast.	14.40	16.80	13.20	14.40
Mineral Waters	per cu. ft.	.26	.32	.23	.26
Minerals	per ton wt. or meast.	15.60	18.40	14.40	15.60
Minium	" " " "	14.40	16.80	13.20	14.40
Mirrors	per cu. ft.	.43	.49	.39	.42
Mops	" "	.36	.42	.33	.36
Motor cars		(See Automobiles)			
" Cycles	" "	.46	.52	.43	.46
Moulders' Dust	per ton wt. or meast.	14.40	16.80	13.20	14.40
Mouldings	per cu. ft.	.36	.42	.33	.36
Musical Instruments (excepting Pianos and Organs)	" "	.43	.49	.39	.42
Muslins	" "	.43	.49	.39	.42
Myrabollams	per 2240 lbs.	15.60	18.40	14.40	15.60

8522

8523

Nails, Iron		(See Iron)			
" other	per ton wt. or meast.	17.20	19.60	15.60	16.80
Naphtha, on deck in drums or Cases		(Special)			
Needles	per 100 lbs.	1.55	1.65	1.50	1.55
Or ad valorem		1%	1½%	1%	1%
Netting, Wire		(See Wire Netting)			
Nickel Ware	per cu. ft.	.43	.49	.39	.42
Nitrate of Soda		(See Soda)			
Nuts and Bolts		(See Bolts and Nuts)			

8524

AGE CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
8526	Oakum and Oakum Yarn	per cu. ft.	.36	.42	.33	.36
	Oars	" "	.36	.42	.33	.36
	Oatmeal (in barrels)	" "	.36	.42	.33	.36
	Oats	per ton wt. or meast.	13.20	15.60	11.60	12.80
	Ochre	" " " "	14.40	16.80	13.20	14.40
	Oil (Castor or Cod Liver)	per cu. ft.	.43	.49	.39	.42
	Oil Cocoanut	per 2240 lbs.	16.20	19.00	15.00	16.20
	Oil, Cotton Seed (in Bbls. or Cases)		(Special)			
	Oil, Essential	per cu. ft.	.46	.52	.43	.46
	Oil, Fish	" "	.43	.49	.39	.42
	Oil, Fuel (in cases) Oil, Fuel (in 50 gal. Bbls.) Oil, Gas (in 50 gallon Barrels) Oil, Gas (in Cases)		(See Lub. Oil.)			
8527	Oil (Kerosene and Crude Petroleum, in cases)		(Special)			
	Oil, Lard (in Bbls. or Cases)	per cu. ft.	.34	.40	.31	.34
	Oil, Lubricating (in 50 gal. Bbls.) Oil, Lubricating (in cases)		(Special)			
	Oil, Rosin	" "	.33	.39	.29	.32
	Oil, Sewing Machine	" "	.39	.46	.36	.39
	Oil (Shale)	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Oil (others of small value)	per cu. ft.	.39	.46	.36	.39
	Oil Baise	" "	.43	.49	.39	.42
	Oil Cloth	" "	.43	.49	.39	.42
	Oil Paintings	" "	.79	.85	.76	.79
	Or ad valorem		2%	2%	2%	2%
	Oilmen's Stores	" "	.43	.49	.39	.42
	Opium	" "	.79	.85	.76	.79
	Or ad valorem		2%	2%	2%	2%
8528	Organs	" "	.39	.49	.36	.39
	Oxygen, Compressed (in cylinders)	" "	.79	.85	.76	.79

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Packing (Engine Packing)	per cu. ft.	.36	.42	.33	.36	8530
Paintings, Oil		(See Oil Paintings)				
Paints and Colors (harmless)	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Palm Leaf Fans, common	per cu. ft.	.33	.39	.29	.32	
Pans, Sugar, Cast Iron	per 2240 lbs.	18.40	20.80	17.20	18.40	
" Frying, &c	per cu. ft.	.36	.42	.33	.36	
Paper, (Printing or Packing, and Wall Lining paper, (in bales or reels) measuring not more than 52½ cubic feet to the ton weight, per ton 2,240 lbs		10.40	12.80	9.20	10.40	
Over 52½ cubic feet and not more than 70 cubic feet to the ton weight, per ton 2,240 lbs		12.60	13.80	9.80	11.00	
More than 70 cubic feet to the ton weight, per ton 2,240 lbs		13.80	15.00	10.40	11.60	8531
Paper, in Cases	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Paper bags	per cu. ft.	.29	.36	.26	.29	
Paper, Blotting	" "	.36	.42	.33	.36	
Paper, Bond and Valuable	" "	.43	.49	.39	.42	
Paper, Building (not tarred)	per ton wt. or meast.	11.60	16.00	12.40	11.60	
Paper Caps, For pistols	per cu. ft.	.79	.85	.76	.79	
" Toilet	per ton wt. or meast.	11.60	16.00	12.40	11.60	
" Writing	per cu. ft.	.43	.49	.39	.42	
Paper Hangings, in cases	per ton wt. or meast.	15.60	18.40	14.40	15.60	
" " in bales	per cu. ft.	.36	.42	.33	.36	
Paraffine Wax	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Pasteboard		(See Cardboard)				
Pasteboard Goods	per cu. ft.	.36	.42	.33	.36	8532
Paving and Flagstones		(See Stones)				
Peas in shippers' bags	per 2240 lbs.	18.40	19.60	15.60	16.80	

GE CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Pens, Steel	per cu. ft.	.43	.49	.39	.42
8534	Percussion Caps (Minimum same as Cartridges.)	per 100 lbs.	1.55	1.65	1.50	1.55
	Perfumery	per cu. ft.	.43	.49	.39	.42
	Pepper	per 2240 lbs.	21.20	23.60	19.60	20.80
	Petroleum, Residuum in Bbls. and Cases		(See Oil, Lubricating)			
	Phosphate of Lime		(See Lime)			
	Phosphorus	per cu. ft.	1.40	1.50	1 35	1.40
	Phosphorus, Amorphous	" "	.79	.85	.76	.79
	Phonographs and Parts	" "	.43	.49	.39	.42
	Photo. Materials	" "	.43	.49	.39	.42
	Pianos	" "	.39	.49	.36	.39
	Picks	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Pictures (oil paintings excepted)	per cu. ft.	.43	.49	.39	.42
	Pipe, Clay Conduit		(See Earthenware Pipe)			
	Pipes, (clay, smoking)	" "	.33	.39	.29	.32
8535	" Wooden, Smoking	" "	.33	.39	.29	.32
	" Iron, and Tubes	(unpacked)	(Special)			
	Pipes, Iron and Tubes (in Pkgs.)	per ton wt. or meast.	17.20	19.60	15.60	16.80
	Pipe and Tube Fittings (unpacked)	per ton wt. " "	14.40	16.80	13.20	14.40
	Pipe and Tube Fittings (in Pkgs.)	per ton wt. or meast.	17.20	19.60	15.60	16.80
	Pitch, option on deck	" "	14.40	16.80	13.20	14.40
	Placards	per cu. ft.	.36	.42	.33	.36
	Plait Straw	" "	.33	.39	.29	.32
	Plants	" "	.43	.49	.39	.42
	Plaster Ornaments	" "	.36	.42	.33	.36
	" Statues	" "	.36	.42	.33	.36
	Plaster of Paris (bbls) small lots	per ton wt. or meast.	11.00	13.80	9.80	11.00
8536	Over 40 tons up to 200 tons	landed	9.20	10.40	8.00	9.20
		F. F. A.	8.00	8.60	7.20	.....

8537

		Pernambuco	Bahia	Rio de Janeiro	Santos	
PLASTER (continued)		$ c	$ c	$ c	$ c	
In lots over 200 tons one Steamer and on one B/L	Landed	9.20	10.40	8.00	9.20	
	F. F. A.	7.20	7.60	7.20	.....	8538
Plated Ware						
2% ad valorem or	per cu. ft.	.79	.85	76	.79	
Platina	Ad. Val.	1%	1½%	1%	1%	
Plows		(See Agricultural Implements)				
Plumbago	per ton wt. or meast.	13.20	15.60	11.60	12.80	
Plumbago Crucibles	" " "	13.20	15.60	11.60	12.80	
Plumbers' Material	per cu. ft.	.43	.49	.39	.42	
Polishing Paste or Powder	" "	.26	.42	.33	.36	
Porcelain	" "	.43	.49	.39	.42	
Potato Flour	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Potatoes	per 2240 lbs.	11.60	14.40	10.40	11.60	
Potash	per cu. ft.	.36	.42	.33	.36	
Potash (Silicate of Wasserglass)	" "	.36	.42	.33	.36	
Pots and Stoves		(See Stoves)				
Preserves		(See Groceries)				
Printed Matter	per cu. ft.	.43	.49	.39	.42	8539
Printer's Ink	" "	.36	.42	.33	.36	
" Utensils	" "	.43	.49	.39	.42	
Printing Presses (under 2 tons)	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Private Effects	per cu. ft.	.43	.49	.39	.42	
Provisions (see Bacon, Lard, &c)						
Pumice Stone	" "	.33	.39	.29	.32	
Pumps	" "	.34	.40	.31	.34	
Pulleys and Blocks	" "	.36	.42	.33	.36	
Putty	per ton wt. or meast.	14.40	16.80	13.20	14.40	

8540

Quicksilver	per 100 lbs.	1.55	1.65	1.50	1.55	
Quilts (Marsella and Eider)	per cu. ft.	.43	.49	.39	.42	
Quinine	" "	.79	.85	.76	.79	

GE CUT OFF

8541

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
8542	Rails and Accessories, Plantation whether attached to sleepers or loose (Rails up to weight of 16 kilos per meter) sleepers, etc., for gauges up to 30 ins., English equal to 762 mm.; and usual appurtenances thereto, F.F.A.	8.40	9.00	7.20	..
	Landed	9.60	..	..	8.40
	Rails up to 35 ft. long and unpacked, Rail Fastenings, like Chairs, Bolts, Nuts, Fishplates, Switches and Crossings, (when accompanying rails), in lots up to 500 tons, F. F. A.	7.80	9.00	7.20	..
	Landed	9.00	..	..	8.40
8543	In lots over 500 tons	Rates to be agreed.			

Rails over 35 feet, 60 cents extra for every additional 5 feet or fraction thereof.

Bahia F. F. A., $4.80 temporary additional charge to be imposed, but this latter to be returned on production of certificate from steamers' agents that no extra expenses have been incurred by Steamer.

Victoria F. F. A., $1.80 (direct delivery) over Rio.

Quay delivery may be given at Rio, Bahia and Victoria, for not exceeding 40 tons of Rails, at $1.20 for Rio and Victoria, and $2.40 for Bahia over the respective F. F. A., rates to the said ports.

8544	Railway General Stores and Rolling Stock (except acids and other dangerous cargo, rails and fastenings accompanying rails, cement and locomotives) pieces up to 30 ft. in length or 2 tons weight, F. F. A.	..	..	8.00	..
	Landed	..	13.80	9.20	10.40

$1.20 per ton extra for every additional 5 feet in length, or ton weight, or fraction thereof.

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Rail Appurtenances, like Chairs, Bolts and Nuts, Switches and Crossings, etc., unpacked:						8546
1 When accompanying rails	Pay the same rate as rails.					
2 When shipped alone	As specially rated in the Tariff.					
If not specially rated in the Tariff		13.20	15.60	10.80	12.00	
Packed:						
Whether shipped alone or accompanied by rails	As specially rated in the Tariff.					
If not specially rated in the Tariff		13.20	15.60	10.80	12.00	
Railway Buffers, (same as Railway General Stores)						
Railway Cable, (under 2 tons weight)	per ton wt. or meast.	15.60	18.40	13.20	14.40	
Railway Iron Chairs (when shipped without rails)		10.20	12.60	7.80	9.00	
Railway Carriages and Wagons or parts thereof, pieces or packages up to 2 tons weight or 30 ft. long. $1.20 extra for every additional ton weight or 5 ft. in length or fraction thereof						8547
	F. F. A.	..	..	8.00	..	
	Landed	11.60	13.80	9.20	10.40	
Rabbit's Hair	per cu. ft.	.39	.49	.36	.39	
Radiators		(See Stoves)				
Rags	" "	.36	.42	.33	.36	
Ranges and Fire Grates		(See Stoves)				
Rattans	per cu. ft.	.27½	.34½	.24½	.27½	
Reed and Rattan Furniture		(See Furniture)				
Refractory Earth	per 2240 lbs.	13.20	15.60	11.60	12.80	
Refrigerators, Ice Boxes	per cu. ft.	.39	.46	.36	.39	
Rennet	" "	.43	.49	.39	.42	
Residuum Petroleum		(See Oil, Lubg.)				
Retorts	per ton wt. or meast.	14.40	16.80	13.20	14.40	8548
Revolvers, 2% ad valorem or	per cu. ft.	.79	.85	.76	.79	

GE CUT OFF

8549

8550

	Pernambuco	Bahia	Rio de Janeiro	nt Saos
	$ c	$ c	$ c	$ c
Ribbons (not silk).....per cu. ft.	.43	.49	.39	.42
Rice (in bags).....per 2240 lbs.	10.40	11.60	8.00	9.20
Rice Milling Machinery..... per ton wt. or meast.	13.60	16.00	12.40	13.60
Rivets..... " " " "	14.40	16.80	13.20	14.40
Roofing, Felt.....per cu. ft.	.33	.39	.29	.32
Roofing, Asbestos Cement..... per ton wt. or meast.	12.00	12.60	8.40	9.60
8551 Rope, Coir.....per cu. ft.	.33	.39	.29	.32
Rope, Hemp, Manila and Jute.. " "	.33	.34½	.27½	.30½
Rope, Wire and Steel (not Railway Cable.....per ton wt. or meast.	15.60	18.40	14.40	15.60
Rosin.....	(Special)			
Rubber Goods.....per cu. ft.	.43	.49	.39	.42
Rubber Cement (on deck).....per cu. ft.	.46	.52	.43	.46
Rugs (except Grass)..... " "	.39	.46	.36	.39
Rugs (Grass)..... " "	.34	.40	.31	.34
Rum..... " "	.33	.39	.29	.32

8552

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	8554
Sacks, Coal (tarred)	per cu. ft.	.43	.49	.39	.42	
Sad Irons		(See Irons)				
Saddlery	" "	.43	49	.39	.42	
Safes, up to 3 tons	per ton wt. or meast.	17.20	19.60	15.60	16.80	
Safety Fuse	per cu. ft.	.43	.49	.39	.42	
Sal. Ammoniac	per ton wt. or meast.	17.20	19.60	15.60	16.80	
Salt, in cases and barrels	" "	13.20	15.60	11.60	12.80	
" in bags per ton wt	" "	11.00	13.80	9.80	11.00	
" Rock	per 2240 lbs.	13.20	15.60	11.60	12.80	
" Manure, Kainite	per ton wt. or meast.	10.40	12.80	9.20	10.40	
Saltpetre	" " " "	13.20	15.60	11.60	12.80	
Sand	" " " "	11.00	13.80	9.80	11.00	
Sandpaper	per cu. ft.	.39	.46	.36	.39	
Sanitary Ware (except Earthenware Closets)	per ton wt. or meast.	14.40	16.80	13.20	14.40	8555
Saws	per cu. ft.	.39	.46	.36	.39	
Scales	" "	.39	.49	.36	.39	
Scientific and Surgical Instruments	" "	.43	.49	.39	.42	
Or ad valorem		1%	1½%	1%	1%	
Screws	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Sculpture	per cu. ft.	.43	.49	.39	.42	
Or ad valorem		1%	1½%	1%	1%	
Seeds, Garden	" "	.43	.49	.39	.42	
" Grass	" "	.39	.46	.36	.39	
" Bird and for crushing	per ton wt. or meast.	15.60	18.40	14.40	15.60	
Sewing Cotton	per cu. ft.	.39	.46	.36	.39	
Sewing Machines	" "	.26	.32	.23	.26	
Sewing Silk		(See Silk)				
Sheathing Felt		(See Felt)				8556
Sheep Dip, Powder or Paste	per ton wt. or meast.	13.20	15.60	11.60	12.80	
Sheep Dip, Liquid,	" " " "	14.40	16.80	13.20	14.00	

AGE CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Sheep, Shears	per cu. ft.	.39	.46	.36	.39
8558	Sheep Skins, dry		(See Skins)			
	Shellac	" "	.36	.42	.33	.36
	Shells, empty	" "	.43	.49	.39	.42
	Shingles, Wooden	" "	.23	.29	.20	.23
	Shirts	" "	.43	.49	.39	.42
	Shoes and Boots		(See Boots and Shoes)			
	Shoe Laces		(See Laces)			
	Shoe Pegs	" "	.28	.35	.25	.28
	Shooks and Hoops (barrel and box)	" "	.23	.29	.20	.23
	Shooks and Fittings (Tank)	" "	.28	.35	.25	.28
	Shovels and Spades	" "	.26	.32	.23	.26
	Show Cases	" "	.43	.49	.39	.42
	Sickles and Scythes	" "	.39	.46	.36	.39
	Sieves	" "	.33	.39	.29	.32
8559	Silex		(See Rosin)			
	Silk, Sewing	" "	.79	.85	.76	.79
	Or ad valorem		2%	2%	2%	2%
	Silks and Satins	" "	.79	.85	.76	.79
	Or ad valorem		2%	2%	2%	2%
	Silk and Cotton Mixtures	" "	.43	.49	.39	.42
	Silk and Woolen Mixtures	" "	.43	.49	.39	.42
	Sinks (Iron)	" "	.27½	.34½	.24½	.27½
	Sisal Hemp	" "	.36	.42	.29	.32
	Sizing	" "	.36	.42	.33	.36
	Skins, Sheep, Goat (dry)	" "	.39	.46	.36	.39
	Skins (not sheep or goat)	" "	.43	.49	.39	.42
	Slates (Roofing)	per ton wt. or meast.	14.40	16.80	13.20	14.40
	" School, in cases	per cu. ft.	.33	.39	.29	.32
	Slate Pencils	" "	.33	.39	.29	.32
	Sleepers	per ton wt. or meast.	9.60	12.80	8.00	9.20
8560	Slot Machines	per cu. ft.	.43	.49	.39	.42
	Small Wares	" "	.43	.49	.39	.42
	Smelling Salts	" "	.43	.49	.39	.42
	Soap, Fancy	" "	.43	.49	.39	.42
	Soap, Common	" "	.33	.39	29	32

8561

	Pernambuco	Bahia	Rio de Janeiro	Santos	
	$ c	$ c	$ c	$ c	
Soda.....per ton wt. or meast.	11.60	14.40	10.40	11.60	
Soda Ash.....per 2240 lbs.	11.60	14.40	10.40	11.60	
Soda Ash (If measuring over 50 cu. ft. to a ton weight)..... " "	14.40	16.80	13.20	14.40	8562
Soda, Bi-carbonate of per ton wt. or meast.	14.40	16.80	13.20	14.40	
Soda Caustic..... " " " "	11.60	14.40	10.40	11.60	
" Crystals..... " " " "	11.60	14.40	10.40	11.60	
" Nitrate of..... " " " "	13.20	15.60	11.60	12.80	
" Sulphate of.... " " " "	13.20	15.60	11.60	12.80	
Soot, Chimney.....per cu. ft.	.36	.42	.33	.36	
SPECIE					
Gold \ $100,000 and up / Silver	1/4% 3/8%	1/4% 3/8%	1/4% 3/8%	1/4% 3/8%	
Gold \ $50,000 to / Silver $100,000	5/16% 7/16%	5/16% 7/16%	5/16% 7/16%	5/16% 7/16%	
Gold \ $25,000 to / Silver $50,000	3/8% 1/2%	3/8% 1/2%	3/8% 1/2%	3/8% 1/2%	8563
Gold \ $5,000 to / Silver $25,000	7/16% 9/16%	7/16% 9/16%	7/16% 9/16%	7/16% 9/16%	
Gold \ $2,500/$5,000 / Silver	1/2% 3/8%	1/2% 3/8%	1/2% 3/8%	1/2% 3/8%	
Gold \ Under $2,500 / Silver	5/8% 3/4%	5/8% 3/4%	5/8% 3/4%	5/8% 3/4%	
Min. B/L Gold.....$5.00					
Min. B/L Silver..... 5.65					
Spectacles.....per cu. ft.	.43	.49	.39	.42	
Spelter.....per ton wt. or meast.	14.40	16.80	13.20	14.40	
Spices (Pepper excepted).....per cu. ft.	.43	.49	.39	.42	
Spikes.....	(See Iron)				
Spirits (in cases) common..... " "	.33	.39	.29	.32	
" (in casks) " ..... " "	.36	.42	.33	.36	
Sponges..... " "	.43	.49	.39	.42	8564
Sponge Cloth..... " "	.43	.49	.39	.42	
Springs (not part of a wagon contract).....per ton wt. or meast.	15.60	18.40	14.40	15.60	
Staples (when shipped alone)....	(See Iron)				

GE CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Starch	per cu. ft.	.26	.32	.23	.26
	Stationery (except Envelopes)	" "	.43	.49	.39	.42
	Staves		(See Shooks)			
8566	Stearine	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Steel (Bar, Ingots and Blocks) not packed		(See Iron)			
	Steel, (Bar, Ingots, Blocks) packed		(See Iron)			
	Steel Ware (common, not otherwise specified)	" "	17.20	19.60	15.60	16.80
	Stones, Lithographic	" "	17.20	19.60	15.60	16.80
	Stones Paving and Flag landed	per ton wt. or meast.	9.20	11.60	8.00	9.20
	Stone Paving and Flag, (in lots of 40 tons or over) F. F. A.	per ton wt. or meast.	8.00	10.40	7.20	....
	Store Trucks	per cu. ft.	.29	.40	.31	.34
	Stoves, Ranges, Fire Grates and Radiators	" "	.39	.46	.36	.39
8567	Strawboards		(See Cardboard)			
	Straw Envelopes for Bottles	" "	.27½	.34½	.24½	.27½
	Straw Paper		(See Paper)			
	Straw Plait	" "	.33	.39	.29	.32
	String	" "	.31½	.37½	.27½	.30½
	Strings, Musical	" "	.46	.52	.43	.46
	Sugar, crushed, in bags	per 2240 lbs.	13.20	15.60	11.60	12.80
	" ground, in bags	" "	13.20	15.60	11.60	12.80
	" in barrels	per ton wt. or meast.	15.60	18.40	14.40	15.60
	" in cases	" " " " "	14.40	16.80	13.20	14.40
	" Moulds	per cu. ft.	.33	.39	.29	.32
	Sulphate of Copper	per ton wt. or meast.	15.60	18.40	14.40	15.60
	Sulphate of Iron		(See Copperas)			
	Sulphate of Soda		(See Soda)			
8568	Sulphur	" "	13.20	15.60	11.60	12.80
	Sulphuric Acid		(See Acids)			
	Sumac	" "	13.20	16.00	11.60	12.80
	Superphosphates	" "	10.40	12.80	9.20	10.40
	Switches and Crossings when forming part of contract on rails, etc		(See Rails and Fastenings)			

8569

		Pernambuco	Bahia	Riode Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Tacks	per ton wt. or meast.	15.60	18.40	14.40	15.60	
Talcum (in bags)	" "	11.00	13.80	9.80	11.00	8570
Tallow and Grease (excepting Lubg.)	per cu. ft.	.43	.49	.39	.42	
Tank Shooks and Fittings		(See Shooks)				
Tanks, Iron	" "	.33	.40	.29	.32	
Tapestry	" "	.43	.49	.39	.42	
Tar (option on deck)	per ton wt. or meast.	15.60	18.40	14.40	15.60	
Tar, Liquid, on deck	per cu. ft.	.43	.49	.39	.42	
Tarpaulins	" "	.43	.49	.39	.42	
Tartaric Acid	" "	.43	.49	.39	.42	
Tea	" "	.43	.49	.39	.42	
Tea (shipped on through B/L)		(Special)				
Telegraph Material (not otherwise specified)	per ton wt. or meast.	14.40	16.80	13.20	14.40	
Telegraph Cable		(Special)				8571
Telegraph and Telephone Instruments	per cu. ft.	.43	.49	.39	.42	
Telephone Wire		(See Wire, Copper)				
Terra Cotta Goods	" "	.43	.49	.39	.42	
Theatrical Scenery	" "	.36	.42	.33	.36	
Thermometers	" "	.43	.49	.39	.42	
Threshing Machinery		(See Machinery)				
Thread	" "	.39	.46	.36	.39	
Ties, Hoop Iron		(See Iron)				
Ties, Railroad		(See Sleepers)				
Tiles (Earthenware)	per ton wt. or meast.	11.60	14.40	10.40	11.60	
" (Glass or Marble)	" "	14.40	16.80	13.20	14.40	
Timber, Softwood	per cu. ft.	.26	.32	.23	.26	
" Hardwood	" "	.29	.36	.26	.29	
Tin, Bar	per ton wt. or meast.	15.60	18.40	14.40	15.60	
Tinfoil	" "	17.20	19.60	15.60	16.80	8572
Tin Plates		(See Iron)				
Tin (Trunk)	" "	14.40	16.80	13.20	14.40	
Tin Ware	" "	14.40	16.80	13.20	14.40	

SE CUT OFF

8573

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Tires, India Rubber	per cu. ft.	.43	.49	.39	.42
8574	" Iron or Steel	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Tissues (Cotton, Linen or Woolen)	per cu. ft.	.43	.49	.39	.42
	Tobacco	" "	.39	.46	.36	.39
	Tobacco Juice	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Toilet Paper	" " " "	11.60	16.00	12.40	11.60
	Tools		(See Hardware)			
	Toys	per cu. ft.	.33	.39	.29	.32
	Tram Cars		(See Car Material)			
	Traps, Fly or Vermin	" "	.29	.40	.31	.29
	Trays	" "	.39	.49	.36	.39
	Trimmings, Woolen or Cotton	" "	.43	.49	.39	.42
	Trimmings, Silk and Cotton, or Silk and Woolen Mixtures	" "	.46	.52	.43	.46
	Trinkets	" "	.76	.85	.76	.79
8575	Trucks, Store	" "	.29	.40	.31	.34
	Tubes and Pipes		(Special)			
	Tube and Pipe Fittings (in packages)		(See Pipe Fittings)			
	Turpentine		(Special)			
	Twine	per cu. ft.	.31½	.37½	.27½	.30½
	Twist, Cotton	" "	.39	.46	.36	.39
	Type	per ton wt. or meast.	11.20	16.00	12.40	13.60
	Typewriters	per cu. ft.	.43	.49	.39	.42
	Ultramarine	per cu. ft.	.46	.52	.43	.46
8576	Umbrellas, Cotton	" "	.39	.46	.36	.39
	" Silk	" "	.43	.49	.39	.42
	Umbrella Frames	" "	.39	.46	.36	.39
	Union Cloth	" "	.43	.49	.39	.42

	Pernambuco $ c	Bahia $ c	Rio de Janeiro $ c	Santos $ c	
Valuables, Specie, Watches, Diamonds	2%	2%	2%	2%	8578
Valuables, Surveyors' or Surgical Instruments, Bonds, Bank Notes, or other high priced merchandise N. O. S	1¼%	1¼%	1¼%	1¼%	
Valves for Water Pipes (special when forming part of a Pipe contract) per ton wt. or meast.	15.60	18.40	14.40	15.60	
Varnish, option on deck per cu. ft.	.46	.52	.43	.46	
Vegetables, canned	(See Canned Goods)				
Vegetole	(See Lard)				
Velocipedes per cu. ft.	.36	.42	.33	.36	
Velvets, cotton " "	.43	.49	.39	.42	
Velvet, silk " "	.79	.85	.76	.79	
Or ad valorem	2%	2%	2%	2%	8579
Veneering Wood	(See Wood, Veneering)				
Vises per ton wt. or meast.	15.60	18.40	14.40	15.60	
Vinegar " " "	15.60	18.40	14.40	15.60	
Ad Valorem:					
Arms (except Revolvers) or optional meas. rate.					
Gold.					
Surgical and other instruments or optional meas. rate.					
Jewellery			do		
Leather			do		
Needles			do		
Oil paintings			do		
Opium			do		
Platina			do		
Platedware			do		
Sculpture			do		8580
Sewing Silk			do		
Silks and Satins			do		

E CUT OFF

			Pernambuco	Bahia	Rio de Janeiro	Santos
			$ c	$ c	$ c	$ c
	Wadding, cotton	per cu. ft.	.26	.32	.23	.26
8582	Wagons and Carts	" "	.34	.40	.31	.34
	Walking Sticks	" "	.36	.42	.33	.36
	Washers	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Waste, cotton	per cu. ft.	.27½	.34½	.24½	.27½
	Watches, watch fittings,	2% ad val. or " "	.79	.85	.76	.79
	Water Closets and Cisterns (Iron)	" "	.33	.39	.29	.32
	Water Coolers	" "	.39	.46	.36	.39
	Waterproofs	" "	.43	.49	.39	.42
	Wax		(See Paraffine Wax)			
	Weighing Machines	" "	.39	.46	.36	.39
	Weight Cargo, not otherwise specified	per 2240 lbs.	17.20	19.60	15.60	16.80
	Whalebone	per cu. ft.	.43	.49	.39	.42
		Or ad valorem	1%	1½%	1%	1%
8583	Wheat (in shippers' bags)		(Special)			
	Wheels, loose, not parts of machinery	per ton wt. or meast.	14.40	16.80	13.20	14.40
	Wheels on Axles, measured over all 1/3 deducted	landed per cu. ft.	.26	.32	.23	.26
	Wheels on Axles, measured over all, 1/3 deducted in lots of 40 tons or over FFA	per cu. ft.	.23	.29	.20	....
	Wheelbarrows	" "	.33	.39	.29	.32
	Whiskey, in cases and casks	" "	.43	.49	.39	.42
	White Lead		(See Lead)			
	Whiting	per ton wt. or meast.	10.40	11.60	8.00	10.40
	Wick, Candle or Lamp	per cu. ft.	.36	.42	.33	.36
	Windmills	" "	.34	.40	.31	.34
	Window Frames, iron					
8584		per ton wt. or meast.	14.40	16.80	13.20	14.40
	Window Glass		(See Glass)			
	Wines, in cases and bbls	per cu. ft.	.43	.49	.39	.42
	Wire		(See Iron)			

8585

		Pernambuco	Bahia	Rio de Janeiro	Santos	
		$ c	$ c	$ c	$ c	
Wire Netting	per cu. ft.	.27½	.34½	.24½	.27½	
Wire Goods	" "	.39	.46	.36	.39	
Wood, Dye	" "	.36	.42	.33	.36	8586
Wood Pulp, in lots up to 100 tons F. F. A	per ton wt. or meast.	....	....	7.20	....	
Landed	" " "	9.20	10.40	8.00	9.20	
In lots of over 100 tons F. F. A	" "	....	....	9.20	....	
Landed	" "	8.60	10.40	8.00	8.20	
Wood Shavings, empty Boxes for matches, and undipped Sticks for matches	per cu. ft.	.23	.29	.20	.23	
Wood, Veneering	" "	.36	.42	.33	.36	
Wooden Shingles		(See Shingles)				
Wooden Ware	" "	.33	.39	.29	.32	
Woodwork	" "	.28	.39	.29	.32	
Wool, Carded	" "	.33	.39	.29	.32	
Woolens	" "	.43	.49	.39	.42	
Worsteds	" "	.43	.49	.39	.42	
Wreaths	" "	.33	.40	.31	.34	8587
Yarns, Linen	per cu. ft.	.33	.39	.29	.32	
Yarn, Cotton and Woolen	" "	.33	.39	.29	.32	
Yarn, Jute		(See Dundees)				
Yarn, tarred		(See Dundees)				
Yeast	" "	.43	.49	.39	.42	
Yellow Metal	per ton wt. or meast.	15.60	18.40	14.40	15.60	

8588

Zinc and Zinc Goods	per ton wt. or meast.	14.40	16.80	13.20	14.40	
" White	" " "	9.80	11.60	8.00	9.20	

GE CUT OFF

8589

SPECIAL.

8590

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
Flour, per barrel	F. F. A.	.90	.90	.90	1.10
Flour, per sack	F. F. A.	.42½	.42½	.42½	.52½
Gasoline, per case (on deck)	Landed	.60	.60	.60	.66
Kerosene, per case	F. F. A.	.36	.36	.36	.42
Lumber, Yellow Pine, per 1,000 Sup. ft.	F. F. A.	22.00	24.00	22.00	....
	Landed	28.00	36.00	28.00	25.00
Lumber, White Pine, per 1,000 Sup. ft.	F. F. A.	18.00	20.00	18.00	....
	Landed	25.00	33.00	25.00	21.00
Oil, Cotton Seed, per cu. ft	F. F. A.	.18	.24	.18	....
	Landed	.25	.34	.28	.28
Oil and Grease, Lubricating and Fuel, per bbl.	F. F. A.	2.16	3.60	2.16	....
	Landed	2.52	3.96	2.52	2.52
Oil and Grease Lubricating and fuel in cases.	F. F. A.	.18	.30	.18	....
	Landed	.21	.33	.21	.21
Turpentine, per case	Landed	.65	.65	.65	.71
Rosin and Silex, per 280 lbs	F. F. A.	1.25	1.25	1.25	....
Rosin	Landed	1.75	1.75	1.75	1.45
Codfish, Tubs (not over 5 1/2 ft.)	Each	1.36	1.45	1.15	1.30
Conditional Landing Charges		....	....	.23	....
Codfish, Drums (128 lbs., not over 4 1/2 ft)	Each	1.10	1.10	.85	1.00
Conditional Landing Charges		....	....	.20	....
Codfish (Half Drums)	Each	.55	.55	.45	.50
Conditional Landing Charges		....	....	.10	....
Codfish (Cases)	per cu. ft.	.26	.28	.22	.25

8591

8592 With exception of Gasolene all landed rates for Rio de Janeiro must have $1.80 per ton conditional added.

8593

8594

LIVE STOCK.

Pernambuco, Bahia, Rio de Janeiro and Santos

Lambs (when accompanying their mothers)	per head	$8.00	
Big Dogs (shippers providing Food, Kennel and Chains)	"	27.00	
Small Dogs (shippers providing Food, Kennel and Chains)	"	14.00	
Birds and Fowls (with a minimum of $5.00 per crate)	"	1.10	
Calves (under 4 months)	"	53.00	
Cattle	"	105.00	
Horses	"	132.00	
Pigs (under 3 months old)	"	14.00	
" (older)	"	27.00	
Ponies (under 14 hands)	"	105.00	
Sheep	"	27.00	8595

Shippers to furnish Fittings, Fodder and Attendance.

Steamer furnishing Water only and space for Fodder.

One Free Attendant on Live Stock with not less than 25 sheep.

One Free Attendant on Live Stock with not less than 6 Cattle on Ponies.

One Free Attendant on Live Stock with not less than 4 Horses.

An Extra Attendant to be carried free for every additional $500 freight.

For Attendants accompanying smaller numbers of stock not less than $25 passage money to be paid. Homeward passage money for such attendants to be not less than $50 each.

No Cabin passage with stock to be granted for less than $50 single, or $100 return.

The following clause to be inserted in bills of lading for Cattle shipments, viz:

"Animals are to be taken delivery of on board the steamer, and brought ashore within 24 hours after the arrival of the steamer, otherwise the captain or agents of the steamer are at liberty to act as they may deem fit.

The consignees are responsible for any consequences or expenses." 8596

E CUT OFF

8597

EXTRA RATES

For Bahia $2.40 per ton over Rio de Janeiro or Santos, whichever pays the higher rate, excepting when otherwise provided for in the tariff.

For Cabedello $4.20 per ton over Pernambuco, for delivery at Parahyba, an additional charge of 8 cents per freight ton to be made on all cargo for Cabedello, to cover Government tax.

For Maceio $2.40 per ton over Pernambuco which includes lighterage.

For Victoria. When a steamer proceeds direct to Victoria rates to be $1.80 per ton over Rio de Janeiro landed rates.

Cement—Victoria F. F. A., $1.80 over Rio de Janeiro F. F. A.

8598 An additional 60c to be charged for Victoria Quay.

REDUCED RATES.

The rates to be $1.20 less per ton on the following articles for quantities of over 200 freight tons by one steamer and on one bill of lading (not applicable to Bahia, Rio de Janeiro and Santos).

Bridgework.
Girders.
Iron—Angle, bar, bundle, hoop, plate, sheet and scrap.
Masts and spars (Iron).
Telegraph poles (Iron).

8599

RATES ON MACHINERY AND HEAVY LIFTS TO MID BRAZIL PORTS.

		Cabedello landed	Pernambuco landed	Maceio landed	Bahia landed	Victoria landed	Rio de Janeiro landed	Santos
		$ c	$ c	$ c	$ c	$ c	$ c	$ c
Pieces up to 2 tons Weight	per cu. ft.	.47½	.36	.43	.50½	.37½	.33	
Pieces 2 to 3 tons Weight	per 2240 lbs.	20.30	15.70	18.40	21.50	16.40	14.40	
	per cu. ft.	.50½	.39	.46	.53½	.40½	.36	
	per 2240 lbs.	21.70	17.00	19.70	22.90	17.70	15.70	

		ffa	ffa	ffa	ffa	ffa	ffa	landed
Pieces up to 2 tons Weight	per cu. ft.	.44½	.33	.39	.43½	.34½	.29	
Pieces 2 to 3 tons Weight	per 2240 lbs.	19.00	14.40	17.00	18.90	15.10	13.10	14.10
	per cu. ft.	.47½	.36	.43	.47½	.37½	.33	.36
8600 Pieces 3 to 4 tons Weight	per 2240 lbs.	20.30	15.70	18.40	20.20	16.40	14.40	15.60
	per cu. ft.	.50½	.39	.46	.50½	.40½	.36	.39
Pieces 4 to 5 tons Weight	per 2240 lbs.	21.70	17.00	19.70	21.50	17.70	15.70	16.90
	per cu. ft.	.54½	.43	.49	.53½	.44½	.39	.42
Pieces 5 to 6 tons Weight	per 2240 lbs.	22.00	18.40	21.00	22.90	19.00	17.00	18.20
	per cu. ft.	.57½	.46	.53	.57½	.47½	.43	.46
Pieces 6 to 7 tons Weight	per 2240 lbs.	25.60	21.00	23.60	25.50	21.70	19.70	20.90
	per cu. ft.	.64½	.53	.59	.63½	.54½	.49	.52
Pieces 7 to 8 tons Weight	per 2240 lbs.	28.30	23.60	26.30	28.10	24.30	22.30	23.50
	per cu. ft.	.70½	.59	.66	.70½	.60½	.56	.59
Pieces 8 to 9 tons Weight	per 2240 lbs.	30.90	26.30	28.90	30.80	26.90	25.00	26.[illegible]
	per cu. ft.	.70½	.59	.66	.70½	.60½	.56	.59
Pieces 9 to 10 tons Weight	per 2240 lbs.	33.50	28.90	31.60	33.40	29.00	27.60	28.80
	per cu. ft.	.77½	.66	.72	.76½	.67½	.62	.65
	per 2240 lbs.	36.20	31.60	34.20	36.10	32.20	30.20	31.40

$2.40 per ton extra weight or measurement for every additional ton weight or fraction thereof.

COPY BOUND

8601

All pieces or packages weighing over 3 tons to be f. f. a. in every case, except Santos, at above rates. 8602

If other goods are named in the same bill of lading, not coming up to 40 tons in all, the F. F. A. clause applies to the entire shipment.

Boilers (up to 10 tons weight) take Machinery rates as above.

Boilers (10 tons and over) and measuring more than three times their weight, a reduction of 20% will be made.

For Machinery and heavy lifts the rates to be $1.20 less per ton for quantities of over 100 freight tons by one steamer and on one bill of lading, and in the case of Cabedello, Maceio, Pernambuco, Rio de Janeiro and Santos a further reduction of $1.20 to be allowed for quantities of over 200 freight tons, by one steamer and one bill of lading.

8603

BASIS.

Cabedello	Landed rates	$4.20		over	Pernambuco	landed rates.
Pernambuco	Landed rates	1.20		"	"	F. F. A. "
Maceio	F. F. A. rates	2.40		"	"	" "
Maceio	Landed rates	1.20		"	Maceio	" "
Bahia	F. F. A. rates	4.20		"	Rio de Janeiro	" "
Bahia	Landed rates	2.40 (Mchy)	}	"	Bahia	" "
	Landed rates	3.00 (except Mchy.)				
Victoria	F. F. A. rates	1.80		"	Rio de Janeiro	" "
Victoria	Landed rates	1.20		"	Victoria	" "
Rio de Janeiro	Landed rates	1.20		"	Rio de Janeiro	" "
Santos	All landed.					

8604

ND CLOSE IN CENTER

PAGE CUT OFF

8605

8606

PIPE.

Rivetted Steel Pipes, whether shipped whole or in sections, diametrical, the measurement of each section being taken separately.

		Pernambuco	Bahia	Rio de Janeiro	Santos
		$ c	$ c	$ c	$ c
	Landed	9.00	12.00	7.80	9.00
	F. F. A.	7.80	9.00	7.20	....
Cast and Wrought Iron, Soil or Gas Pipes and Tubes other than Boiler Tubes.					
Up to 4 inches	Landed	9.60	12.60	8.40	9.00
	F. F. A.	8.40	9.60	7.20	....
Over 4 in. up to 8 in	Landed	10.20	13.20	9.00	9.60
	F. F. A.	9.00	10.20	7.80	....
8607 Over 8 in. up to 15 in	Landed	10.80	13.80	9.60	10.20
	F. F. A.	9.60	10.80	8.40	....
Over 15 in. up to 18 in	Landed	11.40	14.40	10.20	10.80
	F. F. A.	10.20	11.40	9.00	....

Over 18 inches 24 cents extra per ton for each additional inch or fraction thereof...
Cast and Wrought Iron Rainwater Pipes, 60 cents per ton over above rates.....
Cast and Wrought Steel Tubes and Collars, unrivetted $2.40 per ton over the rate for Cast and Wrought Iron Soil or Gas Pipes as above.....
Flange Pipes and Tubes $2.40 per ton extra.....
The above rates are applicable to pipes not exceeding 30 feet in length. $1.20 per ton extra for each additional 5 feet or fraction thereof.....

INSIDE DIAMETERS UNDERSTOOD.

NOTE:—All of the foregoing rates are per 40 cubic feet or 2240 lbs. ship's option.

8608

COPY BOUN